

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office.....)

19 AUG 1950

Date of writing Report 31st July 1950 When handed in at Local Office 1st August 1950 Port of QUEBEC, P.Q.
 No. in Survey held at Lauzon and Quebec P.Q. Date, First Survey 29th May Last Survey 31st July 1950
 g. Book (No. of Visits Five)

on the Machinery of the ~~Wood~~ Steel Single Screw Steamer "CITE de LEVIS"

Gross 1259 Vessel built at Glasgow By whom Napier and Miller Ltd. When 1930 9
 Net 467 Engines made at Glasgow By whom McKie and Baxter Ltd. When 1930
 MN 277 Boilers, when made (Main) 1930 (Donkey) -
 Main Boilers 2 Owners La Traversee de Levis Ste Owners' Address -
 Donkey Boilers - (if not already recorded in Appendix to Register Book.)
 Pressure - Managers - Port Quebec Voyage -
 Main Boilers 185 If Surveyed Afloat or in Dry Dock Marine Ship Lauzon Particulars of Classification (which must be inserted
 Donkey Boilers - (State name of Dock.) Afloat outer Basin Quebec precisely as in Register Book & Supplements).

Report No. - Port -

Damage T.S.

Particulars of Examination and Repairs (if any) and B.S.

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of
 if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage
 cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the
 of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting
 ase.

age cases where the Surveyor has not made a special damage report he is required to state whether he offered his services
 is purpose, and why they were declined. Dmg Rpt and Int. Cert. Attached

a damage report made by anyone else? If so, by whom? Mr. Cartwright Under Surveyor

ne Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" " Donkey " " " "

was not done, state for what reasons? -

what parts of the Boilers could not be thus thoroughly examined? -

what special means, in the absence of internal examination, were adopted by the
 veyor to assure himself of the thorough efficiency of those parts of each Boiler?

atest date of internal examination of each boiler P and St. 3-7-50

Present condition of funnel Good

ne Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 185 lbs

ne Surveyor examine the Safety Valves of Donkey Boiler? - To what pressure were they afterwards adjusted under steam? -

ne Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? -

ne Surveyor examine the drain plugs of the Main Boilers? -, and of the Donkey Boilers? -

ne Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? -

rew shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of
 the shaft to permit of it being efficiently lubricated?

raft now been changed? No If so, state reasons -

ne shaft now fitted been previously used? - Has it a continuous liner? - Is an approved appliance fitted at the after end of
 the shaft to permit of it being efficiently lubricated?

late of examination of Screw Shaft 30-5-50 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft re-wooded

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? -

did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

ne insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? -

Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Damage stated to have been caused through

fouling propeller shaft during Winter Season 1949-50 whilst on regular ferry Service between Quebec and Levis P.Q.

further particulars please see Vessel's Log Book.

DONE:- Vessel placed in dry dock, wire found around screw shaft, screw shaft (drawn) sea connections gratings
 and their fastenings, opened, examined, found or placed in good order.

S. NOW DONE:- Vessel placed in drydock, propeller and fastenings, Screw Shaft (drawn) sea connections, gratings
 and their fastenings, opened, examined, found or placed in good order.

S. NOW DONE:- P and Stbd Boilers opened, cleaned, examined, internally and externally, together with their principal
 mountings and manholes, found or placed in good order. Safety Valves adjusted under steam, and thickness
 of washers noted. (Contd)

ral Observations, Opinion, and Recommendation:— The Machinery of this Vessel is in good condition and eligible in my

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also
 any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 1,48, B & M.S. 1,48, +L.M.C. 1,48, or
 +LM C 140 lb., F.D., &c.)

opinion to remain as at present classed with fresh record of B.S. 7,50 with notation T.S. (CL) 5,50

Fee (per Section 28) T.S. \$ 24 : 00

~~Damage~~ Repair Fee (if any) Dmg. \$ 30 : 00

(per Section 28.) B.S. 64 : 00

elling expenses (if chargeable) \$ 3 : 00

Fees applied for

9 Aug. 1950

Received by me,

19

FRI. 15 SEP 1950

Committee's Minute

Signed As nowB.S. 7.50\$ 5.50

J. Falkner
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation

009122-009130-0116 1/2

B.S. NOW DONE (CONTD): At the request of the Owners Representative the following machinery was
examined, found or placed in good order.

MAIN ENG:

H.P. and L.P. Cylinders, covers, pistons and rings

H.P. and L.P. Valves, chests and covers

Nos 1, 3 and 5 main bearings

AUX MACHINERY:

Both feed, and General Service pumps, fan engine

Both Generator engines.

WEAR AND TEAR REPAIRS: Feed also General Service pumps Steam and water end rings renewed.

Stbd Boiler:- 32 plain tubes also 50% air heater tubes renewed.

All drain cocks on gauge glass Columns renewed.

Auxiliary check Valve renewed.

Port Boiler:- 28 plain tubes renewed.

50% of air tubes and lower corner of division plate renewed.

All gauge glass drain cocks renewed.

Auxiliary check Valve and boiler shell studs renewed.

2 c.c. back end stays renewed.

2 small fractures from rivet to edge of plates in c.c. back plate, centre furnace, "Veed", and Electricwelded minor voyage repairs effected.

DAMAGE REPAIRS:-

Screw Shaft liner cleaned up on lathe.

Sternbush rewooded.

Stern gland repacked.

D. Salbeck