

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

(Received at London Office.....)

Date of writing Report... 8th July 1949 When handed in at Local Office... 9th July 1949 Port of... QUEBEC, P.Q.
No. in Survey held at... QUEBEC, P.Q. Date, First Survey... 8th June Last Survey... 7th July 1949
Reg. Book... (No. of Visits... four)55559 on the Machinery of the ~~Wood-Inner Steel~~ Single Screw Steamer "CITE DE LEVIS"Tonnage { 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

No. of Main Boilers 2 Boilers, when made (Main) 1930 (Donkey) -

No. of Donkey Boilers - Owners La Traversa Du Levis Ltée. Owners' Address (if not already recorded in Appendix to Register Book)

Steam Pressure in Main Boilers 185 Managers Port Quebec Voyage

If Surveyed Afloat or in Dry Dock Afloat Shed 20. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 7690 Port mi.p.

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

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

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined.

Was a damage report made by anyone else? If so, by whom?

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

" " Donkey " " "

If this was not done, state for what reasons?

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

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

State latest date of internal examination of each boiler P & St 5-7-49 Present condition of funnel (f) good

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

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

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

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

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

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? If so, state reasons

Has the 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?

State date of examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?

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

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done COMPLETE

B.S. NOW DONE:- Both Boilers opened up, cleaned, examined internally and externally together with principal mountings, found or placed in good order. Safety Valves adjusted under steam as stated above and thickness of washers noted.

At the request of the Owners Representative the following machinery was also examined, found or placed in good order.

MAIN ENG:- H.P. I.P. & L.P. cylinders, covers, pistons, rings, top and bottom ends also H.P. I.P. & L.P. valves, chests, covers, eccentric pulleys and straps all top ends, main bearings, crankshaft and thrust shaft. Bilge pumping arrangement tried out. Main and auxiliary machinery tried under working conditions.

(P.T.O.)

General 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 and have fresh record of B.S. 7,49.

Survey Fee (per Section 28) B.S. \$ 63.00

Special Power or Repair Fee (if any) Eng \$ 40.00

(per Section 28.)

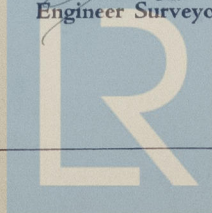
Travelling expenses (if chargeable) \$ 2.00

Committee's Minute

Assigned

Fees applied for
July 15 1949
Received by me,
19

Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

WEAR & TEAR REPAIRS:-

Port Boiler 28 tubes in centre nest renewed

10 stay nuts & 1 c.c. stay renewed

St. Boiler 22 tubes in centre nest renewed

22 stay nuts renewed

2 rivets in furnace front renewed

Minor voyage repairs carried out.

S. Falkner



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