

COPY.

2-DEC 1947

Lloyd's Register of Shipping.



Port QUEBEC, P.Q.

27th October, 1947

This is to Certify that

D. HALKETT

the undersigned Surveyor to this Society did at the request of

the Owners' Representative, attend on board the Steel Single Screw Steamer "OAKMOUNT", 2883 Tons Gross Register of Montreal for the purpose of ascertaining the nature and extent of damage stated to have been caused through Vessel grounding at Miquero Bay on the 23rd June, 1947, whilst on a voyage from Miquero, Cuba to St. John, N.B., loaded with general cargo.

For further particulars please see Vessel's Log Book.

On examination of the vessel whilst in the Champlain dry dock and afloat in the Inner Basin, Quebec on the 24th July, 1947 and subsequent dates:

FOUND

Solid bronze propeller one blade set forward approx. 4" for a length of 30".

Screwshaft journal in way of steady bearing scored.

Thrust main bearings metal partly run out.
Steady bearing in tunnel white metal bearing wiped and scored

Main, auxiliary & Frig condensers tubes dirty and partly silted

Sea connections and gratings dirty.

Main Engine, tunnel, & thrust water service pipes partly choked with silt.

RECOMMENDED

Solid bronze propeller to be removed, sent to Makers for resetting of blade, also checking of pitch and afterwards be refitted.

Journal to be cleaned, polished in lathe & shaft tested for truth.

Thrust main bearings to be remetalled and adjusted and thrust cleaned.
White metal bearing to be remetalled and fitted.

Main, auxiliary & Frig condensers tubes to be cleaned and condensers hydrostatically tested.

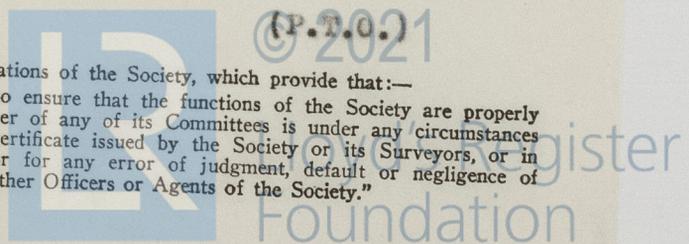
To be opened up, cleaned and re-coated.

Water service pipes to be cleaned and tested.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

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2-DECEMBER
27th October, 1947FOUND

When Main Engine & thrust coupling bolts removed, alignment of shafting not correct.

Main Engine Bearings Nos. 1, 3 & 5 top halves white metal scored

Main Engine H.P. & I.P. bottom ends wiped.

Ballast pump both water end liners badly scored also suction and delivery valves buckled, dirty. Small hole in delivery chest.

General Service Pump suction and delivery valves and chests dirty.

Main circulating pump, shaft slightly scored.

Windlass engine, main bearings also top and bottom ends slack also a number of cylinder cover studs slack.

RECOMMENDED

Intermediate & thrust shafting be re-aligned and re-chocked. Bulkhead stuffing box to be repacked.

Top halves of Nos. 1, 3 & 5 bearings be scraped and readjusted.

H.P. & I.P. bottom ends to be scraped and re-adjusted.

Both water end liners to be renewed and fitted. Suction and delivery valves and springs to be renewed. Small hole in chest to be bored, plugged & chest hydrostatically tested. Suction and delivery valves and chests to be cleaned.

Shaft to be skimmed, in lathe and bearings re-adjusted.

Main bearings also top and bottom end bearings to be adjusted and slack cylinder cover studs renewed.

The above recommendations have been made to put the Vessel in the same good and efficient condition as before the casualty in question and have been fully carried out to my satisfaction.

J. Salter
SURVEYOR TO LLOYD'S REGISTER



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Foundation