

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

22 SEP 1950

Date of writing Report 21 Sept 1950 When handed in at Local Office 21 Sept 1950 Port of CARDIFF

Survey held at BARRY Date First Survey June 28th Last Survey Sept. 2nd 1950

615 on the Machinery of the ~~Woodhouse~~ Steel Sc. "GATINEAU PARK". (No. of Visits 13)

Gross 7128 Vessel built at Lauzon, P.Q. By whom Davie S.B. & Repairing Co.Ltd. Year. Month. 1942 7.  
 Net 4255 Engines made at Montreal By whom Dominion Engineering Works, Ltd. When 1942  
 Main Boilers 3(Spt) Boilers, when made (Main) 1942 (Donkey) --  
 Owners Cape Breton Freighters, Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)  
 Managers S.G. Embiricos, Ltd. Port London. Voyage  
 Donkey Boilers -  
 Pressure -  
 Main Boilers 220lb  
 Surveyed Afloat ~~at Barry Docks~~ Barry Docks.  
 (State name of Dock.)

Report No. DOCKING. PART L.M.C. & O.F.CONVERSION.  
 Particulars of Examination and Repairs (if any) & O.F.CONVERSION.

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

Where 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.  
 Damage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a through examination at this time? **yes (see below)**  
 " Donkey " " " "

State for what reasons? What parts of the Boilers could not be thus thoroughly examined?  
 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?

Test date of internal examination of each boiler **All boilers 15.8.50.** Present condition of funnel(s) **efficient**

Surveyor examine the Safety Valves of the Main Boilers? **no** To what pressure were they afterwards adjusted under steam?  
 Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? **no** and of the Donkey Boilers?  
 Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers? **no** and of the Donkey Boilers?

Screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Shaft now been changed? If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner?

Approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the bush. Is electric light and/or power fitted? **yes** If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? **yes**

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

Engine parts, when referred to by numbers, should be counted from forward.  
 Survey is not complete, state what arrangements have been made for its completion and what remains to be done. **To complete L.M.C. the main steam pipes remain to be tested and examined. This will be done at the first opportunity.**

**done for L.M.C:-**  
 Main engines, cylinders, pistons, slide valves, and crank shaft together with thrust and intermediate shafting, main engine pumps, condenser (tested) and valves, cocks, pipes and strainers lumping arrangements examined and found or placed in order.  
 Generators and installation examined and megger tested.

On instructions from London (Sec's letter S.12.8.50) the three main boilers were examined internally and found in order.

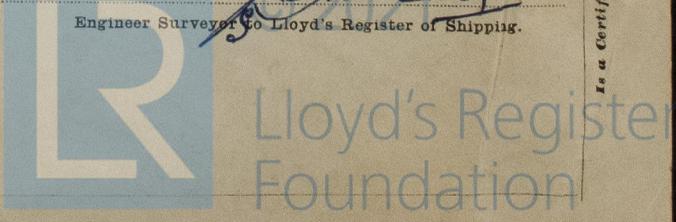
**done on account of conversion to oil fuel.**  
 Oil burning system (Unit F 1904 6.7.50; transfer pump No.232,237. 8.11.49; (Weirs) installed (Wallsend)

General Observations, Opinion, and Recommendation. — The Machinery of this vessel as now seen is in order (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, BS 9,11, B&MS 9,11, LMC 9,11 or LMC 140 lb., FD, &c.)  
 CS 3,34  
 safe working condition and eligible in our opinion to remain as classed with fresh record of L.M.C. 9,50 subject to main steam pipes being examined and tested and fitted for oil fuel 8,50 F.P. e 150°F.

Internal Exam. of Boilers £ 6:10  
 Elec. Install 8  
 Damage or Repair Fee (if any) Pt. L.M.C. £ 19  
 O.F. Convers. 31 10  
 Printing expenses (if chargeable) £ 2:10:6  
 Late Attendance Fees 6 6  
 Committee's Minute

Fees applied for 21 Sept. 1950  
 Received by me, 12.10.50

J. Griev & J. G. G. G.  
 Engineer Surveyor to Lloyd's Register of Shipping.



FRI. 27 OCT 1950  
 As now

85 9,50

Insert Character of Ship and Machinery precisely as in the Register Book.

together with all necessary pipings and fittings as required by Rules and in accordance with approved plans dated 10th July 1950.

The unit and transfer pump are placed on starboard side of engine room.

All oil filling, suction pipes, oil delivery pipes and steam heating coils tested in place as per Rule requirements. No funnel damper fitted.

Nos. 2, 3 & 4 D.B. tanks and cross bunker converted for storage of oil fuel and fitted with necessary air and sounding pipes and pneumatic oil gauges.

Overflow pipes led to deck all fitted with gauge wire discs.

Adequate steam smothering system together with portable chemical fire extinguishers and water service hoses.

Oil suction valves, steam smothering valves, transfer pump and oil unit fitted with controls outside engine room and stokehold.

On completion oil unit was examined under working conditions and found in order.

Additional feed water (2nd. stage) heater now fitted (No.1569 27.6.50).

Alterations to steam and feed lines tested hydraulically as per Rules and found in order.

Note:- for L.M.C. The examination on this occasion of the main engines, shafting, pumping arrangements and electrical installation together with examination of auxiliaries carried out at Cardiff June 1950 complete the L.M.C. with the exception of the examination and testing of the main steam pipes.



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