

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

(Received at London Office 16 NOV 1939)

Date of writing Report 26th Oct. 1939 When handed in at Local Office 26th Oct. 1939 Port of Montreal

No. in Reg. Book Survey held at Montreal Date, First Survey 27th Sept Last Survey 7th Oct 1939
(No. of Vistas 2)

36070 on the Machinery of the Wood, Iron or Steel Twin Sc. M.V. "Vickolike"

Tonnage { Gross <u>11410</u> Net <u>6250</u>	Vessel built at <u>Glasgow</u>	By whom <u>A. Stephen & Sons Ltd</u>	Year. Month. When <u>1928-3</u>
Nominal Horse Power { <u>995</u>	Engines made at <u>Hill</u>	By whom <u>2nd. Knapp. & Co.</u>	When <u>1928-</u>
No. of Main Boilers <u>2</u>	Boilers, when made <u>(Main)</u> <u>1928</u>	(Donkey) <u>1928</u>	
No. of Donkey Boilers <u>2</u>	Owners <u>Imperial Oil Shipping Co. Ltd.</u>	Owners' Address <u>Port Montreal</u>	Voyage <u>✓</u>
Steam Pressure in Main Boilers <u>250</u>	Managers <u>A. J. Rahlus</u>	Port <u>Montreal</u>	
in Donkey Boilers <u>100</u>	IX Surveyed Afloat or in Dry Dock <u>Can. Tickers Ltd.</u>	Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).	

Last Report No. 2995 Port Hydr.Particulars of Examination and Repairs (if any) See Reps.

(Periodical Surveys, when held, must be reported in detail and aviation 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 summarized 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?

" " " " " "

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.

Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

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?

, 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?

, and of the Donkey Boilers?

Has screw shaft now been drawn and examined?

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

Now done:- Star. main engine now fitted with reconditioned section of crank shaft in #1 & 2 engines. Coupling for this section takes into web of #3 crank pin and forward end of crank shaft formed part of old compressor crank.
Works on shaft W.H.R. 3920 LLOYD'S 4.2.38 N.R. also N.N.S. F.284. 24.5.38. C.T.H.
Engines tested out under full working conditions on completion of repairs, and found satisfactory.

Note:- This broken crank shaft was only discovered when the vessel arrived in Montreal and had given no indication of weakness up to that time.
Enclosed please find photo of broken shaft.

General Observations, Opinion, and Recommendation:—

This vessel's machinery is now on
(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.R. 9.11, B.&M.S. 9.11, & L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

good condition, eligible in my opinion to remain as classed without fresh record of survey

Survey Fee (per Section 39).....

£

Fees Applied for

11th Oct 1939

Special Damage or Repair Fee (if any).....

£

(per Section 39.)

Travelling expenses (if chargeable).....

£

Received by me,

19

Committee's Minute

Assigned

write N.S.

and Rpt London

TUE. 28 NOV 1939

Assign

Geo. Allan
Engineer Surveyor to Lloyd's Register of Shipping.

Starboard main crank shaft
broken. - Spare section fitted

It is submitted that
this vessel is eligible to
remain as CLASSED.

All part of the port main crank
shaft has been run over since
138 & the starboard 104
crank pin was last
run over in 7.38.

Submitted the run over
be asked to arrange
accordingly.

25/1

23/4/29

And Jacey

SA



© 2019

Lloyd's Register
Foundation