

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

(Received at London Office)

Date of writing Report Dec<sup>r</sup> 5<sup>th</sup> 1911 When handed in at Local Office 19 Port of Quebec  
 No. in Reg. Book. 618 Survey held at Lewis Date, First Survey June 5<sup>th</sup> 1911 Last Survey Nov<sup>r</sup> 26<sup>th</sup> 1911  
 on the Machinery of the Wood, Iron or Steel Steamer "Plassis" Master G. Chamberland  
 Tonnage Gross 559 Vessel built at Lewis By whom George T. Larrie & Sons When 1910 10  
 Net 341 Engines made at " By whom Conservancy Shovel Co. When 1910  
 Registered Horse Power 87 Boilers, when made (Main) Sept 1910 (Donkey)  
 No. of Main Boilers 1 Owners Lewis Ferry Company Limited Port Quebec Voyage Lewis & Quebec  
 No. of Donkey Boilers nil If Surveyed Afloat or in Dry Dock Lewis Dry dock & afloat  
 Steam Pressure in Main Boilers 175 lbs Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. Port

## Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and serially 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? requested also whether any damage report was made, and, if so, by whom? by me

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

Do. " Donkey " " "

If this was not done, state for what reasons?

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

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?

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 175 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? nil 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 Boiler? nil

Did the Surveyor examine the drain plugs of the Main Boilers? ", and of the Donkey Boiler? "

Did the Surveyor examine all the mountings of the Main Boilers? ", and of the Donkey Boiler? "

Has screw shaft now been drawn and examined? no. Is it fitted with continuous liner? two or is it without liners?

Has shaft now been changed? no. If so, state reasons revel only in Commission six months

Is the shaft now fitted new? " Has it a continuous liner? two or is it without liners?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? one sixteenth small

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

The Engines were opened up. The three cylinders carefully examined. Crank Thrust & main shafting frames in good condition. The auxiliary pumps overhauled, all valves carefully attended to. Boilers completely repaired. All defective rivets renewed. 130 in pressure. Cause of defective riveting, pressure up hydrostatically to 240 lbs. & steam pressure 175 lbs. New Bridge Injection Pumps. And a better type of Hand Turning Gear installed. This vessel is now in her station & working satisfactorily and has all the necessary spare gear on board. The steam pipe flanges have been renewed and pipes tested to 350 lbs.

## General Observations, Opinion, and Recommendation:—

(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. 9,07, B.&M.S. 9,07, or L.M.C. 9,07, 140 lb., E.D., &c.)

There needs to be no alteration made of this vessel's description in the Register Book, only would recommend her to be classed as follows 100 A.I. for river & lake purposes. or as you propose for "Ferry Service between Quebec & Lewis."

Survey Fee (per Section 28) £ 13. 4. 0 Fees applied for

Special Damage or Repair Fee (if any) £ : : Self

Travelling Expenses (if chargeable) £ : : Received by

Committee's Minute

Assigned

H. Lee

E. made 1910

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping



Lloyd's Register Foundation

W1551-0036

A.D. Langway, General Manager, Lewis Ferry Company Ltd, Lewis, Quebec

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



The machinery survey has now  
been completed as required  
by the Rules

THE LLOYD'S REGISTER  
FOR  
THE RECORD. LMC II. II.

Engines made 1910.

J.P.R.  
H.W.D.  
9/10/10

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper

is not so much damaged as to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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