

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

(Received at London Office)

20 SEP 1924

Writing Report Sept. 8. 1924 When handed in at Local Office Sept. 8. 1924 Port of Montreal

Survey held at Montreal Date, First Survey Aug. 30 Last Survey Sept. 1 1924
(No. of Visits 2)

on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "CANADIAN NAVIGATOR"

Gross 3099 Vessel built at Montreal By whom Canadian Shipyard When 1919-11
Net 1929 Engines made at " By whom " When 1919

Donkey Boilers 2 Boilers, when made (Main) 1919 (Donkey) ✓
Main Boilers 2 Owners Canadian Navigator Ltd (C.G.M.M.Ld) Port Montreal Voyage Mont. India

Donkey Boilers ✓ Managers "
Pressure 180lb
In Boilers ✓
Donkey Boilers ✓

If Surveyed Afloat or in Dry Dock Duke of Cornwall Dock
(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>HE100A1 8-23</u>		<u>FILMC 8-23</u>
<u>S.S. No. 1 8-23</u>		<u>T.S. CL 8-23</u>

Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Docking

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 repairs being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials 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 has declined his services for this purpose, and why they were declined ✓

Has a special damage report made by anyone else? If so, by whom? ✓

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No.

" " Donkey " " " ✓

Where was not done, state for what reasons? Not done.

What parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

Has the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

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

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ and of the Donkey Boiler? ✓

Has the Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boiler? ✓

Has the Surveyor examine all the mountings of the Main Boilers? ✓ and of the Donkey Boiler? ✓

Has the 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? No

Has the shaft now been changed? ✓ If so, state reasons ✓

Has the shaft now fitted new? ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

What is the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft? 1/8"

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

Notes:- The vessel placed in drydock. The fastenings of the propeller, air connections and stern tube examined and found in order.

The sea cocks & valves were opened examined cleared and closed in order

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. 9.11, S.&H.S. 9.11, or L.N.C. 9.11, 149 lb., E.D., &c.)

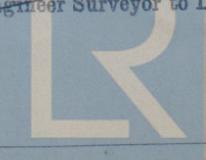
The Machinery of this vessel so far as seen is now in efficient condition suitable in my opinion to remain as classed without fresh work.

Survey Fee (per section 28).....	£	10	Fees applied for
Special Damage or Repair Fee (if any) (per Section 28.).....	£		
Travelling Expenses (if chargeable).....	£	10	

H. J. Alderson H. H. Belland
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 26 SEP 1924

Assigned As now



Lloyd's Register Foundation
W661-0056

THE SURVEYORS ARE REQUESTED NOT TO WRITE IN THESE SPACES

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

Certificate required if so, to be sent to

Docking

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

N.B. - If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

22/9/24

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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