

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

(Received at London Office)

Date of writing Report 14th June, 1958 When handed in at Local Office 1958 Port of 15 MONTREAL  
 No in Reg. Book. Survey held at Kingston Date. First Survey 16th Dec. '57 Last Survey 9th May, 1958  
 (No. of Visits 2)

11894 on the Machinery of the ~~Wood, Iron or Steel~~ "GLENELG"

Tonnage { Gross 2099 Vessel built at Midland By whom Midland S.B. Company When 1923  
 Net 1373 Engines made at Mt. Vernon, O. By whom C. & G. Cooper Company When 1923  
 Nominal Boilers, when made (Main) \*MB made 40 refitted 50 (Donkey) \*ndb50  
 Horse Power Owners Canada Steamship Lines Limited Owners' Address (if not already recorded in Appendix to Register Book.)  
 No. of Main Boilers 1 Managers - Port Midland Voyage  
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Afloat  
 Steam Pressure— in Main Boilers 195 lb. (State name of Dock.)  
 in Donkey Boilers 120 lb.

Last Report No. Port

Particulars of Examination and Repairs (if any) MBS DBS

(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.

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 through examination at this time? Yes

" " Donkey " " " As far as possible

Not, state for what reasons inaccessible What parts of the Boilers could not be thus thoroughly examined? internals

At 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? Hydrostatic test.

Latest date of internal examination of each boiler 16-12-57

Present condition of funnel(s) Good

Did Surveyor examine the Safety Valves of the Main Boilers? Yes

To what pressure were they afterwards adjusted under steam? 195 lb.

Did Surveyor examine the Safety Valves of the Donkey Boilers? Yes

To what pressure were they afterwards adjusted under steam? 120 lb.

Did Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes

, and of the Donkey Boilers? Yes

Did Surveyor examine the drain plugs of the Main Boilers? Yes

, and of the Donkey Boilers? Yes

Did Surveyor examine all the mountings of the Main Boilers? Yes

, and of the Donkey Boilers? Yes

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

Has the shaft now fitted been previously used? Has it a continuous liner?

Is electric light and/or power fitted? State date of examination of Screw Shaft State the wear down in the

Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?

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

When referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

If not complete, state what arrangements have been made for its completion and what remains to be done.

**BOILER SURVEY** The main boiler and the donkey boiler as far as possible, examined internally and externally together with all mountings and all found or placed in good condition. The safety valves subsequently adjusted under steam as above.

The vessel has been converted to a self unloading bulk cement carrier, the cement pumps, air compressors, hoists etc. all being electrically operated. This equipment, installed in the forward end of the hold space below the discharge hoppers and ramp, is supplied by shore power. The shore connection box and cables etc. permanently fitted in the ship have been satisfactorily installed in accordance with the Rules.

## 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, BS 9,11, B&MS 9,11, \*LMC 9,11 or \*LMC 140 lb., FD, &c.)

CS 3,34

This vessel's machinery, so far as now seen is eligible in my opinion to remain as classed with records of MBS 2,58 and DBS 2,58.

Survey Fee (per Section 23) £ \$ 85.00 Fees applied for  
 Special Damage or Repair Fee (if any) £ : : NOV 19 1958  
 (per Section 23.) Received by me,  
 Travelling expenses (if chargeable) £ \$ 50.00

Committee's Minute. TUESDAY 23 DEC 1958

Assigned As was, MBS 2,58  
 DBS 2,58

Noted  
 for  
 Header

Wm. HEATLIE  
 Engineer Surveyor to Lloyd's Register of Shipping.  
 (Wm. HEATLIE)

Lloyd's Register  
 Foundation

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