Rpt. 9.
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Report of Survey for Repairs, &c., of Engines and Boilers.

B C

No. Mtl. Rpt. 8114

(Received at London Office 10 JUN 1950)

Date of writing Report ..... 19 ..... When handed in at Local Office ..... 19 ..... Port of Montreal, P.Q.

No. in Reg. Book 10885 Survey held at Kingston, Ont. Date, First Survey 12th January Last Survey 29th March 1950 (No. of Visits 4)

on the Machinery of the ~~XXXXXXXXX~~ Steel Screw Steamship "GIENELG"

Tonnage { Gross 2099 / Net 1200 }

Nominal Horse Power -

No. of Main Boilers 2

No. of Donkey Boilers -

Steam Pressure— in Main Boilers 180

in Donkey Boilers -

Vessel built at Midland, Ont. By whom Midland Shipbuilding Co. When (Year.) 1923

Engines made at Mount Vernon, O. By whom C. & G. Cooper Co. When (Year.) 1923

Boilers, when made (Main) 1940 (Donkey) -

Owners Canada Steamship Lines Ltd. Owners' Address - (if not already recorded in Appendix to Register Book.)

Managers - Port Midland, Ont. Voyage -

If Surveyed Afloat or in Dry Dock (State name of Dock.) Afloat, Kingston, Ont.

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 now expired	Machinery and Boiler Surveys (including date of N.B., if any)
BS 4,48		MBS 3,47
AS 3,49		BlrS 1,49
Lake SS 4,48		TS.N 4,48
Great Lakes and River St. Lawrence Service.		

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

Is a Certificate required? If so, to be sent to

Last Report No. ..... Port .....

Particulars of Examination and Repairs (if any) Change of Boiler.

(Periodical Surveys, when held, must be reported in detail and seriatim 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 ~~XXXX~~ Main Boiler separately and make a thorough examination at this time? Yes

" " Donkey " " " New Boiler, see First Entry Report.

If this was not done, state for what reasons? New Boiler, see First Entry Report.

And what parts of the Boilers could not be thus thoroughly examined? None

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 ~~XXX~~ boiler 13/3/50 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 195 lbs. per sq.in.

Did the Surveyor examine the Safety Valves of Donkey Boiler? New Boiler To what pressure were they afterwards adjusted under steam? 120 lbs. per sq.in.

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

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? Yes, and of the Donkey Boilers? New Boiler

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? No 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 -

The two Scotch Boilers were removed from the ship. One three furnace Scotch Boiler ex R.C.N. Corvette "QUESNEL" was installed on boiler stools as shown on Approved Plan. The boiler and its mountings were examined internally and externally and all was found in good condition. New seamless steel main and auxiliary steam piping and main and auxiliary feed pipes were made, tested and fitted. The boiler was hydraulically tested to 330 lbs per sq. in. and found tight. The safety valves were adjusted under steam at 195 lbs. per sq. in. (Calculated on 9-5/8" tailshaft and restricted service) and a satisfactory accumulation test was carried out.

A forced draught fan driven by a single cylinder steam engine with trunking, to the main boiler only was installed at this time.

General Observations, Opinion, and Recommendation:— (cont'd)

The Machinery of this ship is in good condition and eligible, in my opinion, to remain as classed with fresh record of survey Boiler Built 10/40, refitted 3/50. msp 3/50, WP 195. New Donkey Boiler 3/50, WP 120.

(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. 1,48, B & M.S. 1,48, ✠LM C 140 lb., F.D., &c.) ✠L.M.C. 1,48, or CS 1,48,

Survey Fee (per Section 28) $ 100.00

Special Damage or Repair Fee (if any) (per Section 28.) $:

Travelling expenses (if chargeable) $ 5.00

Fees applied for May 15 1950

Received by me, 19

L. M. Mathes
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 27 JUN 1950

Assigned As now.

NB + made 40, refitted 50
NDB + 50
Blrs. 3,50 msp. 3.50

004591- 004595-0101 1/2

Rpt. 9a.

Port of Montreal, P.Q. *Continuation of Report No.* 8/114 *dated* *on the* "GLENELG"

The Stamp Marks on the Boiler were:-

LLOYD'S No. 61

T.P. 388

W.P. 225

1/10/40

R.K.

and the boiler was checked and identified with Dominion Bridge Co. Ltd., Lachine, Que, Plan of Scotch Marine Boiler No. B746.

One copy of Lloyd's Register Boiler Certificate is attached to this report.

To accommodate the Longer Boiler now installed, the main engines were moved aft a distance of approximately two feet.

The existing short stub shaft was replaced with a new stub shaft stamped:-

B.C.

T 14444

J.S.

3/3/50.

The existing multicollar thrust block and shaft was removed and a Michell thrust block and shaft intended for Corvette construction was installed. The shaft coupling was machined to fit the smaller propeller shaft, and stub shaft coupling.

The new thrust shaft was stamped Lloyd's No. 2786

J.S.

27/9/40.

At this time a new vertical Donkey Boiler was installed on forward starboard side of the stokehold. This boiler is coupled to the auxiliary steam range only, through two non - return stop valves. A First Entry Report covering the new Donkey Boiler is attached to the report. The Boiler safety valves were adjusted under steam at 120 lbs. per sq. in. and a satisfactory accumulation test was carried out.

The purpose of installing this Donkey Boiler is to provide steam resources for pumping and heating when the single Main Boiler is being cleaned.

L. N. Mathes