

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

(Received at London Office)

Date of writing Report 29-8-1939 When handed in at Local Office 29 AUG 1939 Port of TILBURY

No. in Reg. Book. 29941 Survey held at Tilbury Date, First Survey 24-8-39 Last Survey 25-8-1939  
 on the Machinery of the Wood, Iron or Steel T.S.S. "MONTCALM" (No. of Visits 2)

Tonnage { Gross 16418 Vessel built at Glasgow By whom J. Brown & Co. Ltd Year. Month. 1921-12  
 Net 9789 Engines made at Belfast By whom Harland & Wolff, Ltd When 1921

Nominal Horse Power 2390 Boilers, when made (Main) 1921 (Donkey) ✓

No. of Main Boilers 1058 Owners Canadian Pacific Railway Co. Owners' Address Canad. Pacific Steamships Ltd Port Liverpool Voyage ✓  
 No. of Donkey Boilers 2 Managers Canad. Pacific Steamships Ltd If Surveyed Afloat or in Dry Dock ✓  
 Steam Pressure in Main Boilers 215 lb (State name of Dock.)

No. of Donkey Boilers ✓

Last Report No. 107624 Port LonParticulars of Examination and Repairs (if any) Boiler Repairs

(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 each Main Boiler separately and make a thorough examination at this time? no

" " Donkey " " " " ✓

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 ✓

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? no , 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

Repairs to the No 5 Boiler (Port after boiler in forward stokehold)  
 The following repairs were carried out at Owners request.  
 The back end plate found slightly grooved at bottom in way of curvature. Defective part cut out (about 30 inches long) and plate built up with electric welding. Repairs examined on inside & outside on completion & all found in order. As this is the boiler which has the main stop valve chest removed for renewal, the repairs could not be examined under steam and it is recommended this be done when the new stop valve chest has been fitted.

General Observations, Opinion, and Recommendation: The machinery of this vessel  
 (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. 3, 39, 140 lb., F.D., &c.)

As now seen is in good safe working condition and is eligible in my opinion to remain as classed B.S. 3, 39, subject to the No 5 Boiler (port after boiler in forward stokehold) not being used until main stop valve chest is renewed, & repairs to back end plate being examined under steam

Survey Fee (per Section 20) £ : : Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 20.) £ : : Received by me ✓

Travelling expenses (if chargeable) £ : : 19

Committee's Minute 12 SEP 1939 FRI. 29 DEC 1939

Assigned As now Subject As now Subject

J. Nicholas © 2021  
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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