

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

(Received at London Office DEC -1 1937)

Date of writing Report _____ 19 _____ When handed in at Local Office 25 NOV 1937 Port of LIVERPOOL

No. in Reg. Book. 30227 Survey held at Birkenhead Date, First Survey 1st Nov Last Survey 15th Nov 1937
 on the Machinery of the Wood Iron or Steel Twin Sc. "MONTCALM" (No. of Visits 2)

Tonnage { Gross 16418 Vessel built at Glasgow By whom J. Brown & Co. Ltd. When 1921-12
 Net 9789 Engines made at Belfast By whom Holland, Wolff, Ltd. When 1929

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

No. of Main Boilers 105B Owners Canadian Pacific Railway Co. Owners' Address _____
 (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 25A Managers Canadian Pacific Steamships Ltd Port Liverpool Voyage _____
 Assured 2224 Surveyed Afloat or in Dry Dock Bidston St.
 Key Boilers (State name of Dock.)

Report No. 108501 Port Liv

Particulars of Examination and Repairs (if any) P.T. BS + Add. LMC

When held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has performed his services for this purpose, and why they were declined

Has a special damage report been 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

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

Were any parts of the Boilers not examined? If so, state for what reasons? Boilers not prepared for survey, except as below.

Were any special means, in the absence of internal examination, adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

What was the latest date of internal examination of each boiler? _____ Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? For P.C. (No. 1.2) Yes To what pressure were they afterwards adjusted under steam? Not yet adjusted.

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? and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? For P.C. (No. 1.2) Yes and of the Donkey Boilers?

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?

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

Has the propeller 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Vessel afloat.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

Survey is not complete, state what arrangements have been made for its completion and what remains to be done. To complete the machinery survey the port turbines, gearing, shafting, lub. oil pump, diesel generator engine in its entirety require to be examined and the rule requirements for electrical equipment to be carried out. It is proposed to carry out the steam pipe test in 1939 in conjunction with the B.T. To complete the boiler survey the whole of the rule requirements to be carried out with the exception of the examination of the safety valves & mounting of the For P.C. (No. 1.2) boilers. It is stated that these surveys will be completed on vessels return to the U.K. probably at Southampton.

Advancement LMC 2.37 See Riv. Rpt. 108501
How done: Examined port main air, hot well, feed (No. 1.2), circulating & bilge pumps; and the port steering engine & now in good order. Minor repairs effected. P.T.O.

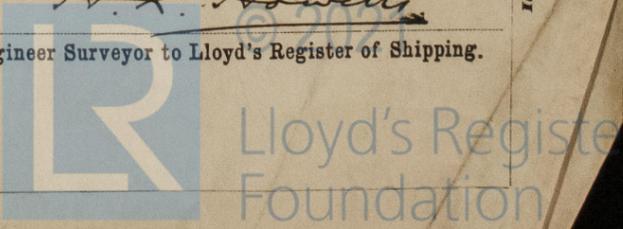
General Observations, Opinion, and Recommendation: The machinery of this vessel as seen is eligible in my opinion to remain as classed with fresh record of LMC 2.37 as previously recommended and BS (with date) on completion of the surveys

Survey Fee (per Section 29).....	£	:	:	Fees applied for
Special Damage or Repair Fee (if any).....	£	:	:	19
Traveling expenses (if chargeable).....	£	:	:	Received by me,
				19

H. R. Howells
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute LIVERPOOL 30 NOV 1937
Assigned As now.
Note W. LMC + B.S.

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



Montcalm

Part B5

How done: Examined the safety valves and mounting of the Food port center (N^o 1 & 2) main boilers now in good order. Minor repairs effected.

H. R. Howells

[Faint, mostly illegible handwritten notes and signatures on the left page, including the name 'Montcalm' and various numbers.]

[Handwritten signature 'H. R. Howells' is visible at the bottom of the page.]



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