

## Report of Survey for Repairs, &amp;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, 19 Port of LIVERPOOL

No. in Reg. Book. 30227 Survey held at Birkenhead Date, First Survey 1st Nov Last Survey 15th Nov 1937 (No. of Visits 2)

on the Machinery of the Wood Iron or Steel Twin Sc. "MONTCALM"

Tonnage Gross 16418 Net 9789 Vessel built at Glasgow By whom J. Brown & Co. Ltd. When 1921-12

Nominal Horse Power 2390 Engines made at Belfast By whom Harland & Wolff, Ltd. When 1929

No. of Main Boilers 1058 Boilers, when made (Main) 1921 (Donkey) ✓

No. of Donkey Boilers 2 Owners Canadian Pacific Railway Co. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Canadian Pacific Steamships Ltd Port Liverpool Voyage

Surveyed Afloat or in Dry Dock Bidston Sta. (State name of Dock.)

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

Report No. 108501 Port Liv

Particulars of Examination and Repairs (if any) P.C. &amp; Add. LMC

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 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 done his services for this purpose, and why they were declined.

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

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time?

Donkey

Has not done, state for what reasons?

Has any part of the Boilers could not be thus thoroughly examined?

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

Has the test date of internal examination of each boiler

Present condition of funnel(s)

Has the Surveyor examined the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examined the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers?

and of the Donkey Boilers?

Has the Surveyor examined the drain plugs of the Main Boilers?

and of the Donkey Boilers?

Has the Surveyor examined all the mountings of the Main Boilers?

and of the Donkey Boilers?

Has the 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 the 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?

Has the state 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?

Has the Surveyor examined 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?

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 & mountings of the Fort P. & C. (No. 1 & 2) boilers. It is stated that these surveys will be completed on vessels return to the M.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

(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, B.&M.S. 9.11, & L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

is eligible in my opinion to remain as classed with fresh record of LMC 2.37 as previously recommended and B.S. (with date) on completion of the surveys

Survey Fee (per Section 29) £ : : Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19

Surveying expenses (if chargeable) £ : :

Committee's Minute

Assigned

Note H. LMC &amp; B.S.

Engineer Surveyor to Lloyd's Register of Shipping.



Montcalm

Part B5

How done: Examined the safety valves and mountings of the Fore port centre (No 1 & 2) main boilers & now in good order. Minor repairs effected.

H. R. Howells



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