

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

(Received at London Office

-4 JUL 1934

Date of writing Report _____ 19 ____ When handed in at Local Office 26 6 1934 Port of Glasgow

No. in Reg. Book. Survey held at Glasgow Date, First Survey 31 5 34 Last Survey 25 - 6 - 1934
(No. of Visits 11)

30932 on the Machinery of the ~~Wood~~ Iron or Steel Trp. Sc. Sr. "MELITA"

Gross 15183 Tonnage Net 8873

Vessel built at Glasgow By whom Barclay Curle & Co. Ltd When 1918 - 1m

Engines made at Belfast By whom Harland & Wolff Ltd When 1918

Nominal Horse Power } Boilers, when made (Main) 1918 (Donkey) "

No. of Main Boilers 528 Owners Canadian Pacific Railway Co Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers Canadian Pacific Steamships Ltd Port Belfast Voyage

Steam Pressure in Main Boilers 215 lb If Surveyed Afloat or in Dry Dock Afloat & Lagan DD 17:3 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers

Last Report No. _____ *Port* _____

Particulars of Examination and Repairs (if any) Completion L.M.C.

(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

Do.	"	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 Aft. Stand. 31.5.34. Aft. Port. 14.6.34. Ford Stand. 4.6.34. Ford Centre 4.6.34. Ford Port. 7.6.34.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 23 1/2

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? Yes., and of the Donkey Boilers?

Q. Now, showing the drain pipes of the Main Boilers? Yes, _____, and of the Donkey Boiler?

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? Yes 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 Shafts. ✓ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. P. 32 C. 4 S. 32

Engine parts, when referred to by numbers, should be counted from forward.

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

Now Done. Vessel placed in Dry Dock. The undermost examined & found good:- Propellers, ends of
hushes sea connections (pinned out) and their outside fastenings.
On starboard engine - All cylinders, pistons, valves, crank, thrust and intermediate shafting,
pumps, condenser under test examined & found good.
Port & starboard air pumps examined. Turbine change over valve examined.
Starboard main circulating pump, & starboard main feed pump examined.
Port & starboard bulkhead stop valves, and manoeuvring valves examined.
Windlass & steering engines examined. Valves, cocks pipes & steamers of pumping
connections examined.
All main boilers examined in their entirety, examined under steam and
safety valves adjusted as above.

General Observations, Opinion, and Recommendation:—The Machinery of this Vessel, is in a
(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, or R.L.M.C. 9,11,
140 lb., F.D., &c.)
good & efficient condition, and eligible in my opinion, to remain as classed and
to have records of survey B.S. 6.34. & M.S. 6.33 as recommended in Cl. Rpt.
53581.

Survey Fee (per Section 29).....	£ 10: - -	Fee applied for	3 JUL 1954
<i>Electrical Fee</i> -	£ 8: - -		
Special Damage or Repair Fee (if any).....	£ : : :		
(per Section 29.)			
Travelling expenses (if chargeable).....	£ : : :	Received by me.	3.8 34

Committee's Minute GLASGOW 3 JUL 1934

Assigned + LMC MS. 6.33.

CERTIFICATE WRITTEN
7.7.34.

Pl. 6, 34

FEB 8 FEB 1935

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

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

Repairs effected.

Windlass. Driving & intermediate pinions renewed.

Aft. Star's Boiler. 2 lower inspection doors built up by riv. & refitted

Aft. Port Boiler. 2 lower manholes built up by riv. & doors refitted

For'd Star's Boiler. 2 lower inspection doors built up by riv. & refitted.

Port safety valve lid renewed.

For'd Centre Boiler. 1 manhole (lower) and 2 inspection doors built up by riv. & doors refitted. Port & Star's safety valve lids renewed.

For'd Port Boiler. 2 lower manholes & 2 inspection doors built up by riv. & doors refitted.

Several screwed stays throughout the boilers, renewed & minor repairs carried out.

Electrical equipment examined under working conditions. Generators, cables, fittings, on main & auxiliary switch boards, distribution boxes, motor examined. Insulation resistance tested. All found as put in good order.

Repairs:- Commutators of No. 1 Generator skimmed. Two brushes fitted as required, Nos 2, 3, and emergency generator generally overhauled & cleaned. All motor throughout vessel examined & overhauled as found necessary. Navigation light overhauled. This alarm tested out & put in good working order.

Reverse current trips of main circuit breakers adjusted and tested.

W.H.

N.B.—If this Report is copied by copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2020

Lloyd's Register Foundation