

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

(Received at London Office 18 JUL 1939)

Date of writing Report 17-7-1939. When handed in at Local Office 18 JUL 1939 to Port of LONDON

No. in Reg. Book. Survey held at Tilbury. Date, First Survey AND Last Survey 14 July 1939  
29941 on the Machinery of the Wood, Iron or Steel T.S.C.S. MONTCALM (No. of visits 1)

Tonnage { Gross 16418  
Net 9789 Vessel built at Glasgow By whom J. Brown & Co. Ltd. Year. Month. When 1921-12  
Engines made at Belfast By whom Harland & Wolff Ltd. When 1929-3  
Nominal Horse Power 2390 Boilers, when made (Main) 1921 (Donkey)  
No. of Main Boilers 105B Owners Canadian Pacific Railway Co. Owners' Address  
No. of Donkey Boilers 1 Managers Canadian Pacific Steamships Ltd. Port Liverpool Voyage  
Steam Pressure 215 lb. If surveyed Afloat or in Dry Dock (State name of Dock.)  
in Donkey Boilers

Last Report No. 17353 Port Southampton

## Particulars of Examination and Repairs (if any) Boiler repair.

(Periodical Surveys, when held, must be reported in detail and serially 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?

" " 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.

Present condition of funnel(s)

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?

, 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.

Now done: The main stop valve chest on the No 5 boiler, (Port after boiler in forward stokehold) examined & found to be cracked on after side of chest on upper side of the superheated steam outlet valve. Crack found to be leaking steam and appears to be about two inches long. As it was impossible to get a new stop valve chest at this time, the port after boiler has been shut down. The main steam pipe from the stop valve to the main steam line has been removed and a blank flange fitted on the main steam line. A blank flange has also been fitted in the auxiliary steam pipe line from this boiler at the after side of the stop valve for turbo generators in the engine room & pipe line drained.

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, B.S. 3-39, & L.M.C. 3-39, or L.M.C. 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 the main stop valve chest is renewed.

Survey Fee (per Section 20) £ 4 : 4 : 0 Fees applied for 18 JUL 1939

Special Damage or Repair Fee (if any) £

Travelling expenses (if chargeable) £

Received by me, 16 8 1939

Committee's Minute

FRI 28 JUL 1939

Assigned

As now subject

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

Lloyd's Register  
Foundation