

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

(Received at London Office)

APR 22 1939

Date of writing Report 13th April 1939 When handed in at Local Office 13th April 1939 Port of Southampton

No. in Reg. Book 79835 Survey held at Southampton Date, First Survey 16th Feb. Last Survey 30th March 1939
(No. of Visits 12)

on the Machinery of the ~~Wood, Iron or Steel~~ Iron Ship "MONTCALM"

Tonnage { Gross 16418 Vessel built at Glasgow By whom J. Brown & Co. Ltd. When 1921-12
Net 9789 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 10 Owners Canadian Pacific Railway Co. Owners' Address Port Liverpool Voyage

No. of Donkey Boilers 2 Managers Canadian Pacific Steamships Ltd. If Surveyed Afloat or in Dry Dock (State name of Dock.)

Steam Pressure in Main Boilers 215 lbs. (No. & No. 222)

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

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any)

(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? Yes

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

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 6.3.39 to 25.3.39

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 215 lbs./sq.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes 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? _____

Did the Surveyor examine the drain plugs of the Main Boilers? Yes , and of the Donkey Boilers? _____

Did the Surveyor examine all the mountings of the Main Boilers? Yes , and of the Donkey Boilers? _____

Has screw shaft now been drawn and examined? Yes 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? Yes

Has shaft now been changed? No If so, state reasons _____

Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

State date of examination of Screw Shaft 21.3.39 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3.5 ft.

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

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

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

NOW DONE: Examined propellers, starboard propeller shaft and stern bush, after end of port stern bush and sea connections and fastenings.

All boilers examined throughout, together with mountings, manholes, etc. Mountings overhauled. The safety valves afterwards adjusted under steam to the pressure as noted above.

The following machinery parts examined: Starboard main engine: turbine casing, rotors, shafts and bearings; gearing, pinions and bearings; thrust and intermediate shafting and bearings; starboard circulating air and feed pumps; port bilge pump; 2 fuel transfer pumps; port feed unit pump; starboard auxiliary diesel engine in its entirety. Starboard steering engine.

General Observations, Opinion, and Recommendation:— Eligible, in my opinion, to remain

(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.)

as classed with fresh record of BS 3,39 and notation TSCL S, 3,39.

Survey Fee (per Section 20).....	£ 10 : - : -	Fees applied for <u>20/4/1939</u> Received by me, <u>16.5 19 39</u>
Special Damage or Repair Fee (if any).....	£ : : :	
Travelling expenses (if chargeable).....	£ : : :	

H. B. Rogers.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute 15.3.39

Assigned _____

