

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 18.3.1929 When handed in at Local Office 19.3.1929 Port of Belfast

No. in
Reg. Book.

Survey held at Belfast

Date, First Survey 11 Jan

Last Survey 11 March 1929

(No. of Visits)

on the ~~Wood, Iron or Steel~~ **MONTCALM**

TONNAGE

Built at Glasgow

By whom J Brown & Co Ltd

When 1921

MONTH.

GROSS 164.18

Owners Canadian Pacific Railway Co.

Owners' Address

UNDER DEK 12.156

Managers (Canadian Pacific Steamships Ltd)

Port belonging to Liverpool

NET 97.89

Surveyed Afloat or in Dry Dock? Yes

Name of Dock Thompson

Destined Voyage

WB=CellDBorDBa

feet; uE&B

feet; f

feet

total capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

N.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 94441 Port Liv

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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. 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 to whom and why they were declined

Society's Freeboard (if assigned) as painted on Ship and now verified } 16 ft. 2 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition and alterations

Now done

Vessel placed in dry dock, bottom examined cleaned and painted, rudder lifted and bearing examined and overhauled and made good, steering gear and its connections overhauled and examined a number of odd rivets in bottom plating renewed and butts and seams recaulked in places, chain cables ranged and examined.

Alterations Turbine seating of main engines removed Port & Starboard and new seating built about 24 in depth to suit new engines, additional intercostal girders plates fitted in double bottom for extra stiffening where required, oil drain well extended aft two frame spaces and new coffer dam built round this extension on completion of work.

SUMMARY OF DAMAGE REPAIRS	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

ESSENT CONDITION OF THE	State if Tanks have been examined inside engine room only	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
State of Decks	State if Tanks now tested	Engine Room Skylights	(State if on Feet)
Paintings	Bulkheads	Coal Bunkers, Open'gs, Lids, &c.	When put on, Month Year
Wings & Fastenings	Ceiling	Scuppers	Boats
Side Plating	Cement or Asphalt	Cargo Hatchways	Masts, Yards, &c.
Rasthooks	(State which.)	Hatches	Condition, how ascertained
Insoms	Rudder	Planking of Wood Vessels	(State if wedges removed)
Insoms	Steering gear and its connections	Caulking	Sails
Insoms	Windlass	Treemails	Equipment letter
verse Frames	Have Pumps now been examined and found efficient?	Breasthooks & Stemson	Anchors, No. of
agitudinals	Have Sluice Valves now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	Cables (State if now ranged)
ansverses	Have Watertight Doors now been examined and found efficient?	Timbers of Frame at openings ditto	length 230 size 2 1/16
ors	Have Ventilators and their Coamings been examined	Ditto ditto at other places ditto	Rule length 230 size 2 1/16
elsons	Have Ventilators and their Coamings been examined	Stringers, Clamps & Shells ditto	Hawser & Warps
ingers	Have Ventilators and their Coamings been examined	Salting (State if examined.)	Standing and Running Rigging
er Bottom Plating	Have Ventilators and their Coamings been examined		

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,2,4," or "to remain as classed and to have record of survey, 1,2,4, and the notations of ss No. 1-24 and p1ND24, &c."

This vessel so far as seen is in good and efficient condition and is worthy in my opinion to remain as classed and to have fresh record of survey 3.29.

Survey Fee (per Section 29) £ 21 0 0
Special Damage or Repair Fee (if any) £
Travelling Expenses (if chargeable) £
Bond Surveyor's Fee (if any) £

Fees applied for,

19.3.1929

Received by me,

19.3.29

S. O. Kendall

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. 26 MAR 1929

TUE. 23 APR 1929

Character Assigned

100 A1

Shelter dlc with fbd

Fitted for oil fuel 12

3.29 Thue 3.29 + NE 3.29

J. S. S. Montcalm

oil drain tank ($\frac{1}{2}$ depth), and surrounding coffer dam and engine room tank tested by water pressure up to top of air pipes and found satisfactory. New half depth intercostal girder plates fitted on Port & Starboard Sides for air spaces in way of new auxiliary diesel engines in double bottom tank above engine room between frames 54 and 60 and this tank tested on completion of work and found good. Pillars in way of new auxiliary diesel engines rearranged and about six new pillars fitted each side. Portion of watertight bulkhead at aft end of engine room removed for purpose of getting auxiliary engines shipped, replaced and riveted, caulked and tested and found good; two watertight ventilating trunks fitted through the engine room bulkhead in order to ventilate the auxiliary engine room and extended up to the bulkhead deck and suitably stiffened and stayed ^{and tested}. Pillars in engine room rearranged to suit new seatings and an additional pillar fitted in centre at fore end of hatchway; additional beam introduced over engines at Main Deck to form ^{transverse} runway for engineers lifting gear and girders at head of pillars in way of same reinforced by additional angles.

E. Kendall.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower ...														If Patent state name of Patentee.		
	2nd "																
	3rd "																
	Collective Weight.																
	Stream																
	Kedge.....																

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]