

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

(Received at London Office)

20.3.29

Date of writing Report 15-3-29 When handed in at Local Office 16-3-29 Port of Belfast

No. in Survey held at Belfast Date, First Survey 19-12-28 Last Survey 11-3-29 19
Reg. Book. 41 (No. of Visits 35)

on the Machinery of the Wood, Iron or Steel Tonnage "MONTCALM"

Tonnage { Gross 16418 Vessel built at Glasgow By whom J Brown & Co. Ld. When 1921-12
Net 9789 Engines made at Do By whom Do When 1921

Nominal Horse Power 2476 Boilers, when made (Main) 1921 (Donkey) -
No. of Main Boilers 10 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 Ld. Port Liverpool Voyage Southampton

Steam Pressure in Main Boilers 215 lbs. If Surveyed Afloat or in Dry Dock Thompson Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)
in Donkey Boilers 122 lbs.

Last Report No. Port

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

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? yes

Do. " Donkey " " " none

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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 215 lbs N 4 126 222 lbs.

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 Boiler? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? yes, and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? yes, and of the Donkey Boiler? ✓

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? no

Has shaft now been changed? no 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Stern bushes re-wooded

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

Vessel placed in dry dock and screw shafts drawn in. Examined propellers, screw shafts, stern bushes, sea cocks and valves with their fastenings, thrust and tunnel shafting, all pumps, pumping arrangements, condensers, and main steam pipes and all other found or put in order. Two complete sets of new Parsons reaction type turbines with single reduction gearing have been satisfactorily fitted on board the vessel (See 1st Vol. Rpt attached). Two Auxiliary four cylinder Diesel Generators, 325 mpm epl. dia by 440 mpm stroke, have been satisfactorily fitted on board, tried under working conditions and found in order. Main boilers examined internally and externally, also safety valves, superheaters and mountings and all found in satisfactory condition. All superheater elements in 1, 2, 3, 8, 9 & 10 boilers removed and new elements supplied, fitted and tested in place by hydraulic pressure to test the working pressure. Superheater elements in 8 & 9 boilers transferred to 6 & 7 boilers and tested by pressure.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in a safe working condition and eligible in my opinion to remain as classed with regard of + N.E. 3.29; + L.M.C. 3.29; T.S. 3.29 C-L; N^o 4 Boilers 222 lbs, other boilers pressures 215 lbs.

Survey Fee (per Section 28) £ 16 0 0 Fees applied for 19-3-1929
Special Damage or Repair Fee (if any) ✓
Travelling Expenses (if chargeable) £ 2 2 0 Received by me, 19.4.1929

Dr. Morris Lee Ames
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TU 26 MAR 1929
Assigned Home 3.29
delivered + N.E. 3.29
5.3.29

TUE. 23 APR 1929
Lloyd's Register Foundation
009522-009526-0098

Insert Character of Ship and Machinery precisely as in the Register Book.

If so, to be sent to

N.B.—If this Report is copied by copying Press, especial 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.

As per due 12.29 held.
New single reductor turbines
filled.
2 Diesel Engine driven generators
filled.

It is submitted that
this vessel is eligible for
THE RECORD.
FALMOUTH 3.19.
+ NE 3.29.

Book S 3.29.
D.A.
4/3/29

hydraulic pressure to raise working pressure
New superheater elements Johnson type fitted to N^o 4 boiler and tested
by hydraulic pressure to raise the working pressure
Boiler mountings overhauled & placed in order
All boiler safety valves adjusted under steam to 215 lbs. with the exception
of N^o 4 boiler the safety valves of which were adjusted to 222 lbs. (see
secretary's letter 5/2/29)
Main steam pipe line from boiler bulkhead valves to turbines
renewed with solid drawn steel pipes. The ^{boiler} steam pipe lines were
renewed as found necessary. All the above were tested to 650 lbs per sq
Both new condensers tested to 15 lbs per sq
Main feed pumps, chamber lenses renewed & new bucket rings fitted
Port bilge pumps, water end bored out & new buckets fitted
Ballast, General Service, and forced lubrication pumps overhauled, also
air pumps. Forced lubrication coolers cleaned & tested
Proved and sea trials were carried out and the engines run at a
speed of 114 r.p.m.

A.D. Morrison

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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