

# 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

(No. of Visits 35)

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

Tonnage { Gross 16418  
Net 9789

Vessel built at Glasgow

By whom J Brown & Co. Ltd.

When 1921-12

Nominal Horse Power 2476

Engines made at Do

By whom Do

When 1921

No. of Main Boilers 10

Boilers, when made (Main) 1921

(Donkey)

No. of Donkey Boilers 1

Owners Canadian Pacific Railway Co.

Owners' Address

(If not already recorded in Appendix to Register Book) Port Liverpool

Voyage Southampton

Steam Pressure in Main Boilers 215 lb.

Managers Canadian Pacific Steamships Ltd.

If Surveyed Afloat or in Dry Dock Thompson Dry Dock

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

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 lb. N° 4 Boiler 222 lb.

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 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 1<sup>st</sup> Engrg Rpt attached)

Two Auxiliary four cylinder Diesel Generators, 325 m.p.m. cyl. dia by 440 m.p.m. 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

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in (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 L.M.C. 9, 11, 140 lb., E.D., &c.)

a safe working condition and capable in my opinion to remain as classed with need of + N.E. 3.29; + L.M.C. 3.29; T.S. 3.29 C.L; N° 4 Boiler 222 lb, other boilers pressures 215 lb.

Survey Fee (per Section 28) £ 16 0 0  
Special Damage or Repair Fee (if any) £  
Travelling Expenses (if chargeable) £ 2 2 0

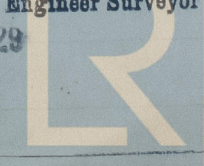
Fees applied for 19-3-1929  
Received by me, 19.4.1929

Committee's Minute TU 26 MAR 1929

Assigned time 3.2.9

CERTIFICATE WRITTEN 23.4.29

Dr. Morrison & Co. Surveyors  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

009522-009526-0098



11 Nov due 12.29 held.  
New single reduction turbines  
filled.  
2 Diesel Engine driven generators  
filled.

It is submitted that  
this vessel is eligible for  
THE RECORD.  
F.M.C. 3.19.  
+ N.E. 3.29.

Both 3.29.

DA  
24/3/29

hydraulic pressure to twice working pressure  
New superheater elements Johnson type fitted to N<sup>o</sup> 4 boiler and tested  
by hydraulic pressure to twice the working pressure  
Boiler mountings overhauled & placed in order  
All boiler safety valves adjusted under steam to 215 lbs. with the exception  
of N<sup>o</sup> 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 <sup>boiler</sup> steam pipe lines were  
renewed as found necessary. All the above were tested to 650 lbs per sq. in.  
Both new condensers tested to 15 lbs per sq. in.  
Main feed pumps, chamber liners renewed & new bucket rings fitted  
Port bldg pump, 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 engine run at a  
speed of 114 revs.

A.D. Morrison

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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