

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES & BOILERS

(Received at London Office

4 AUG 1949)

Date of writing Report 4-7-1949 When handed in at Local Office 4-7-1949 Port of BOMBAY.

No. in Reg. Book. 91647 Survey held at BOMBAY. Date. First Survey 29/6/19 Last Survey 29-6-19 (No. of Visits 1)

Gross tonnage 14567 Vessel built at Gothenburg By whom A/B Gotaverken When 1948 11
Net tonnage 8631 Engines made at " By whom " When 1948
Nominal Horse Power 1582 Boilers, when made (Main) (Donkey) 1948
Owners Rederi A/B Monacus Owners' Address
Managers B. Lemberg Port Kungsbacka Voyage
If Surveyed Afloat in Dry Dock Harbour (State name of Dock.)

Special Report No. Port

Particulars of Examination and Repairs (if any) LMC CS

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.

- 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
- as a damage report made by any one else? If so, by whom?
- did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?
- did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?
- if this was not done, state for what reasons?
- what parts of the Boilers could not be thus thoroughly examined?
- 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?
- what was the latest date of internal examination of each boiler?
- 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 the 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 the 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?
- what was the 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.
- when referred to by numbers, should be counted from forward.
- did the Surveyor examine the generators, motors, switchgear, cables and fuses? Is electric light and/or power fitted?
- was 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.

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

CHARACTER. *for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired	Machinery and Boiler surveys (including date of N.B., if any)
+ I00 AI 11,48		+ LMC 11,48 OG
Carrying petroleum in bulk		Oil Eng

TORSIONAL ENDORSEMENT CASE

Good

YES

Opened up and examined the following parts of the Main Engine.
No. 6 Cylinder cover, valve gear, piston, piston rod, liner, top end journal, brasses and bolts.
Nos. 7 & 8 main bearing journals, bearings, keeps and bolts.

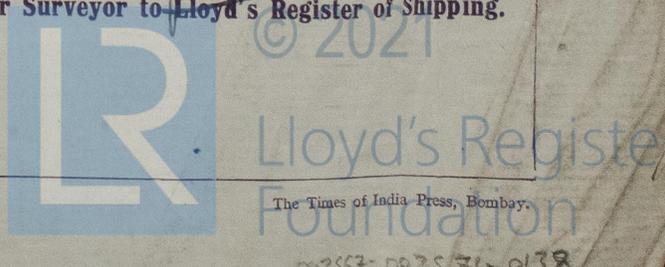
General Observations, Opinion, and Recommendations:—

(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.)
CS 3,34.
The machinery of this vessel as far as now seen is in efficient condition and eligible in my opinion to remain as classed, and to have fresh record of + L.M.C. (C.S.) with date on completion of survey.

Survey Fee (per Section 29) C. S. Rs. 150/-
Special Damage or Repair Fee (if any) £
Travelling expenses (if chargeable) Rs. 8/-
Committee's Minute assigned
TUES. 20 SEP 1949

Fees applied for 4-7-1949
Received by me, 1949

J. J. James
Engineer Surveyor to Lloyd's Register of Shipping.



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

Is a Certificate required? If so, to be sent to.