Rpt. 9.

No. 21,619

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

Received at London Office 13 SEP 1948

Date of writing Report 1/7/ 1948 When handed in at Local Office 1/7/ 1948 Port of SYDNEY, N.S.W.

No. in Reg. Book 29523 Survey held at SYDNEY, N.S.W. Date: First Survey 2/7/48 and Last Survey 2/7/ 1948 (No. of Visits 1)

on the Machinery of the ~~Wood, Iron or~~ Steel M.S. "MONKAY"

Tonnage { Gross 9912 / Net 7003 } I.N.

Nominal Horse Power 1236

No. of Main Boilers -

No. of Donkey Boilers 1

Steam Pressure— in Main Boilers -

in Donkey Boilers 105 Lb.

Vessel built at Port Glasgow By whom Lithgows Ltd. When Year 1944 Month 11

Engines made at Greenock By whom H.G. Kincaid & Co. Ltd. When 1944

Boilers, when made (Main) (Donkey) 1944

Owners French Government (Ministere de la Marine Maritimes) Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Cie des Messageries Maritimes Port Dunkirk Voyage

If Surveyed Afloat or in Dry Dock Woolwich Dry Dock (State name of Dock.)

Last Report No. Port

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). |
|---|---|---|
| ✠ 100 Al | | ✠LMC 11,44 |
| with freeboard | | DBS 1,46 |
| 6,47 | | T.S. 6,47 CL |
| Carrying cargo oil F.P. above 150° in midship deep tank. | | |
| Cargo battens not fitted | | |
| Oil Eng. | | OIL ENGINES CONTINUOUS SURVEY |

Particulars of Examination and Repairs (if any) Docking and C.S.

(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?

" " Donkey " " "

If this was not done, state for what reasons?

And what parts of the Boilers could not thus be 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 Present condition of funnel(s)

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 screw shaft now been drawn and examined? No 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? No

Has 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? ---

State date of examination of Screw Shaft --- State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft 9/32"

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

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

Has 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 C.S. CASE.

NOW DONE:- The vessel in dry dock, propeller, outer end of stern bush and fastenings in good condition. Engine room sea inlet valves and blow down cocks opened out, examined and found in good condition.

MAIN ENGINE. No. 6 cylinder, liners, covers, valves, pistons, rods, rod sleeve and gland examined and now in good condition. Spare main piston, rod and sleeve fitted.

General Observations, Opinion, and Recommendation:—

(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 ✠LMC 140 lb., F.D., &c.) CS 3,34,

This vessel's machinery, so far as seen, is now in good condition, eligible in my opinion to remain as classed and to have record of ✠L.M.C-C.S. with date made in the Register Book when the survey has been completed.

Survey Fee (per Section 29) £ 8 : 8 : 0 Fees applied for 5/7/ 1948

Special Damage or Repair Fee (if any) (per Section 29.) £ : :

Travelling expenses (if chargeable) £ : : Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

WED. 6 OCT 1948

Committee's Minute

Assigned As now

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

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

CS advanced.
a piston, rod & sleeve renewed.

It is submitted that this vessel is eligible to remain as CLASSED.

L.G.
1/10/48.