

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

(Received at London Office 7 OCT 1946)

Date of writing Report October 2nd 1946 When handed in at Local Office 1946 Port of LE HAVRE.

No. in Reg. Book 78909 Survey held at ROUEN. Date. First Survey 26.9.46. Last Survey 1946 (No. of Visits 1)

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

Tonnage { Gross 9912 Vessel built at Port Glasgow By whom Lithgows Ltd When 1944 11
 Net 7003 Engines made at Greenock By whom J.C. Kincaid & Co. Ltd When 1944
 Nominal Horse Power 1236 Boilers, when made (Main) (Donkey) 1944.
 No. of Main Boilers - Owners French Government. (Ministere de la Marine Marchande) Owners' Address -
 No. of Donkey Boilers 1 Managers Messageries Maritimes. (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers - Port Dunkirk Voyage -
 in Donkey Boilers 105 ~~Surveyed~~ Afloat or in Dry Dock Floating D.D. Rouen. (State name of Dock.)

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 A1		+ L.M.C. 11-44.
with freeboard		D.B.S. 1-46.
2.46.		C.I.
Carrying cargo oil F.P. above 150°F in midship deep tank		

Last Report No. - Port -

Particulars of Examination and Repairs (if any) DOCKING

(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 not, 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? -

State latest date of internal examination of each boiler - Present condition of funnel(s) Good.

Did the Surveyor examine the Safety Valves of the Main Boilers? - To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine the Safety Valves of the Donkey Boilers? - 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? NO. Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

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 oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft - State the wear down in the stern bush 1/2" 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? - Engine parts, when referred to by numbers, should be counted from forward.

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

NOW DONE :- Vessel in drydock - propeller, fastenings, sea connections and outer portion of stern-bush examined and found in good order.

General Observations, Opinion, and Recommendation: The Machinery of this Vessel as far as now seen is in good

(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, BS 9,11, B&MS 9,11 *LMC 9,11 or *LMC 140 lb., FD, &c.) CS 8,34,

condition and eligible in my opinion to remain as classed without fresh record.

Survey Fee (per Section 29) Francs £ 3,000
 Special Damage or Repair Fee (if any) £ :
 Travelling expenses (if chargeable) £ :

Fees applied for 19 2-10-46 B.P.
 Received by me, 19

Donksh
 Engineer Surveyor to Lloyd's Register of Shipping.

WED, 30 OCT 1946

Committee's Minute As now

Assigned As now



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

**OIL ENGINES
CONTINUOUS SURVEY.**

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

CS advanced.

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

K.H.
23/10/66.



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