

(1/27) N104-0200

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Received by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

VESSEL'S NAME "MONTFERLAND". Rpt. Ams. No. 15894

Remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement." - Extract from Sub-Committee's Report, 24/5/32.)

Nature of Survey ~~REPAIRS TO ENGINES AND BOILERS DUE TO DAMAGE THROUGH~~

Boiler Survey, due 2,40 partly held.

In 11,39 the Amsterdam Surveyors reported that the shell plating and straps of the starboard aft boiler were cracked and the class was continued subject to the boiler not being used and to shell plating, buttstraps and riveting of the other boilers being examined on the vessel's return from the contemplated voyage (see endorsement 12.12.39).

~~in the starboard aft boiler~~

The requisite examination has now been carried out at Amsterdam and all found in order. 2 rivets which shewed slight leakage were removed from shell straps and the electro-magnetic crack detector when applied to the holes revealed no cracks in the plating.

It is submitted the vessel will be eligible for the record BS2,40 when the port forward and centre aft boilers have been surveyed and that the class be made subject to the starboard aft boiler not being used again, without special condition regarding the other boilers.

In connection with this case it is noteworthy that there were no broken or cracked rivets in the shell seams of the starboard aft boiler; the only evidence was some slight leakage from a buttstrap rivet—a matter which in the ordinary course would

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(2/27) W104-0200

be looked upon as of little moment since in previous cases of caustic cracking, the first symptom has as a rule been broken rivet points.

There is an impression abroad that until cracked or broken rivets are encountered there need be no apprehension regarding the presence of caustic cracking in the plating.

The Society's Reports on the boilers of this vessel do not reveal any defective rivets at any time, but it is possible that there may have been some which have not been brought to the Surveyors' notice and it is therefore submitted that the Amsterdam Surveyors be requested to enquire of the Owners whether there have been any broken or cracked rivets at any time in the boilers of this vessel.

*S.D.D.*  
*[Signature]*  
12.3.40.

