

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

No. 15898

MAR 5 1940

(Received at London Office)

Date of writing Report 22nd of Febr. 1940

When handed in at Local Office

10

Port of Amsterdam

No. in Reg. Book.

Survey held at Amsterdam

Date, First Survey 6th of Febr.Last Survey 12th of Febr. 1940

(No. of Visits 3)

29966

on the Machinery of the Wood, Iron or Steel

Stm. "MONTFERLAND"

Tonnage

Gross 6790

Net 4099

Vessel built at Newcastle

By whom

Swan, Hunter & Wigham

Richardson, Ed

Nominal Horse Power

1066

Engines made at Newcastle & Manchester

By whom

Swan, Hunter & Wigham

Richardson, Ed

No. of Main Boilers

5 SB

Boilers, when made (Main)

1921

By whom

Swan, Hunter & Wigham

Richardson, Ed

No. of Donkey Boilers

1

Managers

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

in Donkey Boilers

Last Report No.

Port

Particulars of Examination and Repairs (if any) part B.S.

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.

When a damage case 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?

" " " " " "

this was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined? All parts 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 latest date of internal examination of each boiler 12-2-40

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes

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? Yes

Has shaft now been changed? If so, state reasons

Has the shaft now fitted been previously used? Yes

Has it a continuous liner? Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

What 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.

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? Yes.

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?

The Survey of the Port forward and Centre aft boiler remains to be done for a fresh record of B.S. 2-40. It will be done on vessel's return of her present voyage. All the lagging on the two forward, Port and Centre aft boiler removed, all buttstraps and circumferential seams carefully examined under steam, found only a very little salt on one rivet Starboard forward and on one rivet in Port after boiler buttstraps. These two rivets removed and holes examined with the magnetic crack detector but no signs of cracks have been observed. Starboard aft boiler condemned also by the government inspectors. Please see cont. report.

General Observations, Opinion, and Recommendation: The boilers are in a 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, B.S. 2, 11, B.S.M.S. 2, 11, & L.M.C. 2, 11, or L.M.C. 140 lb., F.D., &c.)

condition. I am of opinion that this vessel is eligible to remain as classed with fresh record of B.S. 2-39 as previously recommended. Starboard aft boiler condemned. and fresh record of B.S. 2-40 when the Survey has been completed.

Fee (per Section 29) £40.00

Fees applied for 27-2 19 40

Damage or Repair Fee (if any) £

Received by me, 19

Other expenses (if chargeable) £4.00

Committee's Minute

FRI 15 MAR 1940

Signed

As per Subject

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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

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

W104-0201 (1/2)

S/S "MONTFERLAND"

Examined the Starboard forward and Port aft
boilers internally and externally their mountings
and safety valves. found the Centre furnaces a
little pitted in way of fire bar line but of no
consequence for the present.

Oil fuel burning installation found in order. *H. Thuyt*