

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

No. 15898

MAR 5 1940

Date of writing Report 23rd Feb 1940 When handed in at Local Office

(Received at London Office)

No. in Reg. Book. 29966 Survey held at Amsterdam on the Machinery of the Wood, Iron or Steel Stm "MONTFERLAND"

Port of Amsterdam Date, First Survey 6th Feb Last Survey 12th Feb 1940 (No. of Visits 3)

Tonnage } Gross 6790
 } Net 4099

Vessel built at Newcastle

By whom Swan, Hunter & Wigham When 1921
Engines made at Newcastle & Manchester By whom Swan, Hunter & Wigham When 1921

Nominal Horse Power 1066

Boilers, when made (Main)

No. of Main Boilers 5SB

Owners N.V. tot Voorsietting van den Koninkl. Hollandsech. Lloyd (Donkey)

No. of Donkey Boilers 100LB

Managers

Steam Pressure in Main Boilers 100LB

If Surveyed Afloat or in 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.	Assigned to this survey.	Machinery and Boiler Surveys (including date of N.B. if any)
<u>+100A1</u>		<u>+LMC</u>
<u>Shelt. dk. w. freeboard</u>		<u>MS 4.37</u>
<u>3.39</u>		<u>BS 2.39</u>
<u>ss Am. N° 3-10.33</u>		<u>+RMC 8.39</u>
<u>ss Ham. N° 1-37</u>		<u>TS 3.3 & CL</u>

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

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? Harboard forward & Port aft

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes

When this was not done, state for what reasons? None

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? None

What is the 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 the screw shaft now been drawn and examined? Yes

Has the shaft now been changed? Yes

Has the shaft now fitted been previously used? Yes

What is the date of examination of Screw Shaft? 12-2-40

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

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

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

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

Harboard 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.

Harboard aft boiler condemned also by the government inspectors.

Please see cont. report.

General Observations, Opinion, and Recommendation: The boilers are in a good

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. Harboard aft boiler condemned, and fresh record

of B.S. 2-40 when the Survey has been completed.

Fee (per Section 29) £ 48.00

Damage or Repair Fee (if any) (per Section 29.) £ 0

Other expenses (if chargeable) £ 4.00

Committee's Minute

Signed As above

Subject Subject

FRI 15 MAR 1940

Mr. May
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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

W104-0201(12)

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. Grey*

W104-0201 (2/2)



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