

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

(Received at London Office

18 MAY 1942)

Date of writing Report 14-4-42 When handed in at Local Office 20-4-42 Port of Halifax, N.S.

No. in Reg. Book. Survey held at Halifax Date. First Survey and Last Survey 1st Jan 1942

28861 on the Machinery of the Wood, Iron or Steel M.V. MONTROLITE. No. of Visits me.

Tonnage Gross 1309 Vessel built at Kiel By whom Fied. Krupp, A.G. Gps. When 1926.2
Net 5781 Engines made at do By whom do When 1926

Nominal Horse Power 905 Boilers, when made (Main) (Donkey) 1926

No. of Main Boilers 1 Owners Imperial Oil Shipping Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 2 Managers H.J. Robbins Port Montreal Voyage

Steam Pressure in Main Boilers 200 lb/sq. in. If Surveyed Afloat or in Dry Dock Afloat. (State name of Dock.) Danton with Oil Jetty

Last Report No. 41803. Port N.Y.K.

Particulars of Examination and Repairs (if any) Repair.

(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.

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? No

" " Donkey " " " No

If this was not done, state for what reasons Boilers not prepared for survey.

And what parts of the Boilers could not be thus 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 Good

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 the 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?

Has shaft now been changed? If so, state reasons. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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 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

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 Complete.

None done:- At the request of the Owners' Representative examined slack feathers in rudder stock top muff-coupling. Recommended that

muff-coupling be re-fitted to rudder stock & that feather seats be put up & new feathers fitted. This repair has been carried out

to the satisfaction of the Canadian Steamship Inspectors but, through an oversight, was not presented for the inspection of the writer. It is

now recommended that the rudder stock coupling be examined before the end of June, 1942

Certificate "B1" issued to the owners & copy herewith.

General Observations, Opinion, and Recommendation:- The machinery of this vessel

(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. 0.11, B.S.M.S. 0.11, B.L.M.C. 0.11, or

ELMC 140 lb., E.D., &c.)

is eligible, in my opinion, to remain as classed without fresh work

of survey subject to the rudder stock muff coupling being examined

before the end of June, 1942 and subject to present S.R. List requirements

Survey Fee (per Section 29) £ 15.00

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

Travelling expenses (if chargeable) £

Committee's Minute

Assigned As now

Subject

L. Marlborough
Engineer Surveyor to Lloyd's Register of Shipping
Lloyd's Register
Foundation

W1151 - 0033