

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

(Received at London Office)

Writing Report May 24 1941 When handed in at Local Office May 24 1941 Port of New York
Survey held at Hoboken, N.J. Date, First Survey May 4 Last Survey May 13 1941
on the Machinery of the Wood, Iron or Steel S. S. Monogas (No. of Visits 5)

Gross 2650 Vessel built at Newcastle By whom Palmers Co. Ltd. When 1927 8
Net 1514 Engines made at Middlesboro By whom Richardsons, Westgate & Co. Ltd. When
212 Boilers, when made (Main) 1927-8 (Donkey)
Boilers 2 Owners Mene Grande Oil Co. Owners' Address
Boilers 180 Managers Port Maracaibo Voyage
Boilers 180 If Surveyed Afloat or in Dry Dock Both (State name of Dock.)

Port No. _____ Port _____
Years of Examination and Repairs (if any) _____

Repairs, when held, must be reported in detail and verification in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on machinery (the cause of which must be stated) should be separated from repairs due to other causes; and details in the body of the report, should be briefly summarized at the end of the report. State also the initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has services for this purpose, and why they were declined.

Has a report made by anyone else? If so, by whom? _____

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

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

Were any special means, in the absence of internal examination, adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? Yes

When was the last internal examination of each boiler? May 7, 1941

Did you examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? _____

Did you examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? _____

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

Did you examine the drain plugs of the Main Boilers? Yes and of the Donkey Boilers? Yes

Did you examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? Yes

Has the screw shaft 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 the screw shaft been changed? No If so, state reasons _____

Has the screw shaft been 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

Was the examination of Screw Shaft May 6, 41 State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft Re-wooded

Were the parts, when referred to by numbers, should be counted from forward? _____

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

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

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

Done: Vessel placed on D.P. propellers, stern bushes examined and now in good order. The T.S.'s drawn for examination and found in good order. Sea cocks, valves and their fittings examined and now placed in good order. Minor repairs effected. The P.S. boilers examined internally and externally with their mountings and now placed in good order. The boilers examined under steam and their safety valves adjusted as noted above. P.S. system, piping and pumps examined under working condition and in good order. Steam pipes examined where exposed and found in good order. Minor repairs effected.

Observations, Opinion, and Recommendation:—
Suggest 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 state what 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.M.S. 2, 11, L.M.C. 2, 11, or 140 lb., F.D., &c.)
Boilers and machinery so far as now seen are in good and efficient condition and eligible in my opinion to remain as classed in the record of B.S. + T.S. 5-41

Age or Repair Fee (if any) per Section 29) £ B.S. 30 + T.S. 40
Expenses (if chargeable) £ _____
Received by me, _____
NEW YORK JUN 4 - 1941

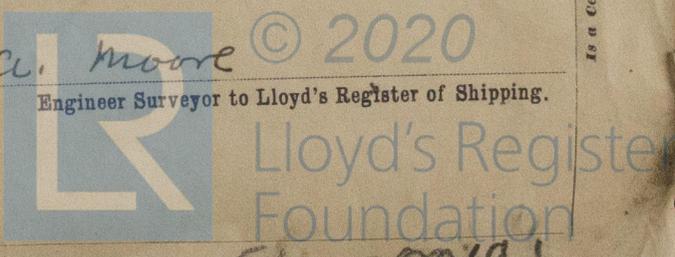
Surveyor's Minute _____
Signed As per
B.S. 5, 41. T.S. 5, 41.
W1151 - 0069 1/2

CHARACTER. For Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now retained.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1 6, 40 8.39		B.S. 6.40
SSN. Yk no 3-8.39		P.T.S. 10.38
		TLMC 10.38
Carrying petroleum in bulk.		Fitted for F.O. 8.27. P.P. above 150° F.



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

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



W.F. - how done: Renewed safety valve spindle and valve
S. boiler.

Renewed piston rings and impeller bushings P+S circulating
pumps. Renewed suction valve chests Port Auxiliary
feed pump and Star's engine feed pump. Renewed
8 tubes Port and 7 tubes Star's Condensers, tested and
found tight.

Damage Repairs: (March 6 - 1941)

how done:- Star's main pump room strainer renewed.

Renewed:- mac hat packing, P+S tail shafts, Star's
strut bushing renewed. Port and Star's side bushings

All studs and nuts outer strut bushing Port side renewed.

Port and Star's rope guards renewed. Port propeller
Holes faired and dressed.



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