

st. 9
of writing report 4.5.62
ey held at LONDON

Received London
No. of visits 4

Port LONDON
First date 27.4.62 Last date 3.5.62

147 230

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

C. in R.B. 08836 Name M.V. "DOMINION MONARCH", Gross tons 26463 Date of build 1-1939
Shaw Savill & Albion Co. Ltd., Managers Port of Registry Southampton
ines made 1939 By 2 by Swan Hunter & Wghm. Rdhdsn Nwc. Type 4 Oil. Eng. 2SA. each, 5Cy. 785x2250
& 2 by WM. Doxford & Sons Ltd., Sld.
of Main Engines 4 No. of Screws 4
of Main Boilers - W.P. -
of Aux. Donkey Boilers 4 W.P. 100 lb.
veyed Afloat or in Dry Dock Afloat
ure of Survey CS. Completion ABS & Cond of
Damage Report issued? - Int. Cert. Yes Class
t Report (For Head Office only)

Hull	Machinery
+ 100 Al. with freeboard	+ LMC. CS. 6.60.
SS. (P) 6.60.	ABS. 10.60.
DS. 3.61.	TSCL. pf 6.60. pa 11.58. sf. 2.58.
	sa. 11.58.
Lloyd's RMC.	

condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

LOCKING Propellers Wear Down of Stern Bushes Oil Glands Sea Connections
fastenings Has Screwshaft/Tubeshaft been drawn? Date of Examination Has Shaft been changed?
Has Shaft now fitted been previously used? Has Shaft now examined fitted a continuous liner? Approved oil gland?

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD
Cyls., Covers, Pistons & Rods
Valves & Gears
Connecting Rods, Side
Top Ends & Guides Centre
Crankpins & Bearings Side
Centre

Journals & Bearings
MAIN ENGINE DRIVEN AIR COMPRESSORS
Cyls., Covers, Pistons & Rods
Connecting Rods & Top Ends
Crankpins & Bearings
Journals & Bearings
Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS
Cyls., Covers, Pistons & Rods
Connecting Rods & Top Ends
Crankpins & Bearings
Journals & Bearings
Coolers

SCAVENGE BLOWERS
SUPERCHARGERS

MAIN TURBINES
Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
STEAM COMPRESSORS
CLUTCHES & HYDRAULIC COUPLINGS
REDUCTION GEARING
THRUST BLOCKS, SHAFTS & BEARINGS
INTERMEDIATE SHAFTS & BEARINGS
HOLDING DOWN BOLTS & CHOCKS
CONDENSERS (MAIN & AUX.)
STEAM RE-HEATERS
E-SUPERHEATERS
PROP & MANOEUVRING VALVES
MAIN ENGINE DRIVEN PUMPS
CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

UNION OF MACHINERY AND RECOMMENDATIONS. The machinery of this ship, so far as now seen, is in good condition & eligible in my opinion to remain as classed with fresh record of C.S. (with re) when the survey has been completed and ABS. 8.61. now, as previously recommended, subject to the after Weir feed pumpwater end being again specially examined by the end of December, 1962, repairs to the fracture in the fabricated 'A' frame between the starboard outer Main line No. 3. unit & scavenge pump crankcase being again specially examined by the end of December, 1962, the starboard Main Air Compressor entablature block being again specially examined by the end of December, 1962 and the port inner Generator Engine "Dommon", repair being again specially examined by the end of December, 1962 subject to any outstanding conditions of class being dealt with as previously recommended.

Date of Committee
Decision
FRIDAY 25 MAY 1962

10,61 T. (MADE AND PRINTED IN ENGLAND)

Noted for Header

Engineer Surveyor to Lloyd's Register of Shipping

R.G.R. MIDFORD.

002 147-002455-0200

Essential Independent Pumps (Identify by position)

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls Good

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? Yes

35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety Devices—Main 40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Evaporators 43 Have Evaporator Safety Valves been tested under steam?

44 Steering Machinery 45 Windlass 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position) Centre diesel generator engine in its entirety

PROPULSION	PORT	ELECTRICAL EQUIPMENT	
		STARBOARD	AUXILIARY EQUIPMENT
a Generators			l Generators & Governors
b Exciters			m Motors
c Air Coolers			n Switchboards & Fittings
d Motors			o Circuit Breakers
e Air Coolers			p Cables
f Control Gear, Cables, etc.			q Insulation Resistance
g Insulation Resistance			r Steering Gear Generators and Motors
h Insulating Oil Test			s Navigation Light Indicators
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN AUXILIARY, DONKEY & PRESS Port Oil fired (27.4.62) - Good
Starboard waste heat (30.4.62) - Good
Superheaters Port oil fired & starbd waste heat - both Good
Safety Valves Port oil fired & stbd waste heat - both Good
Mountings, Doors & Fastenings Port oil fired - 95lb/sq" Starbd waste heat - 100lb/s
Safety Valves Adjusted to Sat. Port oil fired & starbd waste heat - both - Good
Spt. Port oil fired & starbd waste heat - both - Good
Boiler Securing Arrangements Exhaust Gas Heated Economisers
Main Economisers Steam Generator Safety Valves Adjusted to Yes
Steam Heated Steam Generators Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel Efficient

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)
Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Condition of Class (1) "Metallock" repairs to the after Wain feed pump water and being specially examined by 1.62, (2) repairs to fracture in fabricated 'A' frame between the starbd outer main engine No. 3. unit and scavenge pump crankcase being specially examined by 3.62, (3) the starbd main air compressor entablature block being specially examined or renewed by 5.62, and (4) the port inner generator engine "Metallock" repair being specially examined by 8.62.

Condition of Class - Now Done All the above (four) conditions of class specially examined and found to continue efficient.

Recommendation. It is recommended that all the above (four) condition of class be again specially examined by the end of December, 1962 & in the meantime considered efficient. Owners advised.

In accordance with instructions contained in Head Office letter dated 16th, March, 1962, and London Office letter dated 16th, March, 1962 the following examination of machinery (additional to

Survey fees CS & GR 221.0.0.
Comp. A.B.S. 614.0.0.

Damage fee ...
Expenses... 16.0.

Date when A/c rendered 16 MAY 1962

6. 9a

rt of

LONDON

Continuation of Report No. 9 dated

18 MAY 1962

on the "DOMINION MONARCH"

parts stated above) has been effected:

Main Engines examined generally and tested working & manoeuvring and found satisfactory.
Auxiliary Engines examined generally and tested under working conditions and found satisfactory. Auxiliary electrical equipment examined generally and megger tested and found in good order.

Surveyor to Lloyd's Register,
of Shipping.

R.G.R. MIDFORD.



© 2020

Lloyd's Register
Foundation