

Rpt. 9

Date of writing report 4-1-60.

Received London

Port L O N D O N .

No.

Survey held at L O N D O N .

No. of visits 3.

First date 15-1-60.

Last date 28-1-60.

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 14332 Name M.V. "HIGHLAND MONARCH". Gross tons 14216. Date of build 10-1928.  
Owners Royal Mail Lines, Ltd. Managers - Port of Registry Belfast.  
Engines made 1928. By Harland & Wolff, Ltd., Belfast. Type Oil Eng. 4DA 80y 680 x 1600.mm.  
No. of Main Engines 2. No. of Screws 2.  
No. of Main Boilers - W.P.  
No. of Aux./Donkey Boilers 1. W.P. 100.1b.  
Surveyed Afloat or in Dry Dock Both.  
Nature of Survey CS, Drydocking & Cond.of Class S.S.  
Was Damage Report issued? No. Int. Cert.? Yes.  
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
100A1 with fbd.	3-59. 4-56. DBS.
	TS. CL. p. & s.

The 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 the 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.

DOCKING Propellers Good. Wear Down of Stern Bushes P. 1/16" S. 1/16" Oil Glands - Sea Connections -  
Fastenings Good. Has Screwshaft Tubeshaft been drawn? No. Date of Examination - Has Shaft been changed? -  
Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? Yes. Approved oil gland? -

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods  
2 Valves & Gears  
3 Connecting Rods, Top Ends & Guides { Side  
Centre  
4 Crankpins & Bearings { Side  
Centre  
5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods  
7 Connecting Rods & Top Ends  
8 Crankpins & Bearings  
9 Journals & Bearings  
10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods  
12 Connecting Rods & Top Ends  
13 Crankpins & Bearings  
14 Journals & Bearings  
15 Levers

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS. The machinery of this vessel as now seen is eligible in our opinion to remain as classed & have a fresh record of CONTINUOUS SURVEY OF ENGINES (with date) when the survey has been completed, without condition of class respecting the propeller & outside fastenings, but subject to all main engine connecting rods being examined on the vessel's return to the U.K. & to any outstanding conditions of class being dealt with as previously recommended.

Date of Committee

Decision

50m,4,59 T. (MADE AND PRINTED IN ENGLAND)

Noted for Header

J. C. EDWARDS & J. C. HARRISON  
Engine Surveyor to Lloyd's Register of Shipping

004887-004892-004412



32 Essential Independent Pumps (Identify by position) Stbd. bilge pump, Fwd. oil fuel transfer pump, Boiler feed pump, Rpt. 9a

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

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

35 Fresh Water Coolers F. & S. Good. Main Stbd. Fwd. Stbd. Aft Good. 36 Lub. Oil Coolers Stbd. Fwd. Stbd. Aft Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices.

39 Air Receivers & Safety devices—Main

41 Oil Fuel Tanks (Not forming part of hull structure) Stbd. Daily service, Good. 40 Auxiliary Stbd. Fwd. Good.

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)

Rpt. 9a

Port of

LONDON.

Continuation of Report No.

dated

on the

M. S. "HIGHLAND MONARCH"

CONTINUED.

.....& that in consequence the present Survey Cycle will not be completed, should however, a further voyage be required, the outstanding items will be completed on the vessel's next return to the United Kingdom. (See list on Interim Certificate).

DONKEY BOILER SURVEY:- See London Report No. 141446.

J. B. Edwards J. C. Harrison

Engineer Surveyors to Lloyd's Register of

Shipping.

J. C. EDWARDS & J. C. HARRISON.

PROPULSION	PORT	ELECTRICAL EQUIPMENT	
		STARBOARD	AUXILIARY EQUIPMENT
a Generators			1 Generators & Governors
b Exciters			
c Air Coolers			m Motors
d Motors			n Switchboards & Fittings
e Air Coolers			o Circuit Breakers
f Control Gear, Cables, etc.			p Cables
g Insulation Resistance			q Insulation Resistance
h Insulating Oil Test			r Steering Gear Generators and Motors
i Overspeed Governors			s Navigation Light Indicators
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 or PRESS

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to { Sat.  
Spt.

Boiler Securing Arrangements

Main Economisers

Exhaust Gas Heated Economisers

Steam Heated Steam Generators

Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules?

Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?

Funnel

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)

Conditions of Class:- "The class of the vessel is subject to the propellers & outside fastenings specially examined at the next drydocking". (London Report No. 141446.)

NOW DONE:- Stbd. propeller cone noted missing & minor fractures present at tips of all three blades. Damages stated to have occurred in R. Plate in Sept., & Lisbon in October, 1959. (Please see London Report No. 141446.)

Propeller shaft has now been checked for truth, the propeller boss drawn for examination & screw thread, the damaged blades replaced with spares & a new cone fitted.

Accordingly it is recommended that the Condition of Class be deleted.

Condition of Class: Subject to all main engine connecting rods being again examined on ship's return to the U.K. (per London Report No. 141446).

Now done: All main engine connecting rods now specially examined & no extension of cracking previously noted, now found. It is recommended however that the present condition be retained as at present attached to the ship's class.

Considered efficient meantime.

CONTINUOUS SURVEY OF ENGINES:-

The Owners' Superintendent states that it is expected that the vessel will be broken up on conclusion of the present voyage.....

Survey fees CS. £3-0-0d.

Machy. Exam. 7-0-0d.

Damage fee

Expenses... 10-6d.

Date when A/c rendered 15 FEB 1960



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