

Rpt. 9.

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

DISCLOSED  
SECTION

No. 2616.

(Received at London Office)

498

13 JUL 1951

Date of writing Report 21st June, 1951. When handed in at Local Office 19

Port of COLOMBO.

No in Reg. Book. Survey held at COLOMBO.

Date. First Survey 17th June Last Survey 20th June 1951.

(No. of Visits FOUR.)

8815. on the Machinery of the ~~Hood, Iron~~ Steel S.S. "THE MONI"

Gross 7198  
Net 4364  
Nominal 667MN  
orse Power

Vessel built at Savannah, Ga.

By whom South-Eastern S.B. Corp.

Year. Month.

When 1944 -

Engines made at Hamilton, O.

By whom General Machinery Corp. When 1944.

Boilers, when made (Main) 1944.

(Donkey)

Owners Kassos Steam Nav. Co. Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port SYRA.

Voyage

No. of Main Boilers 2WTB

No. of Donkey Boilers

Steam Pressure in Main Boilers 250 lbs.

Managers Pnevmaticos Rethymnis.

If Surveyed Afloat or in Dry Dock Afloat.

(State name of Dock.)

in Donkey Boilers 250 lbs.

Last Report No. 8645 Port

Particulars of Examination and Repairs (if any) BOILER REPAIRS.

(Periodical Surveys, when held, must be reported in detail and scriatim 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 through examination at this time?

" " Donkey " " "

If not, state for what reasons.

What parts of the Boilers could not be thus thoroughly 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?

SURVEY CONFINED TO BELOW.

State latest date of internal examination of each boiler.

Present condition of funnel(s).

Did the Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

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?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed? If so, state reasons.

Has the shaft now fitted been previously used?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft.

State the wear down in the

stern bush. 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?

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

At the request of the Owners representative attended on board in order to examine defective 4" generating tubes in the Port Boiler.

## NOW DONE:-

3 - 4" Generating tubes found plugged, defective tubes removed, headers and landings examined and new tubes satisfactorily fitted. On completion of repairs boiler hydraulically tested and subsequently examined under steam and found satisfactory.

## General Observations, Opinion, and Recommendation.—

(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, BS 9,11, B&MS 9,11, LMC 9,11 or LMC 140 lb., FD, &c.)

CS 3,34

The Machinery of this vessel, so far as now seen, is eligible in my opinion to remain as classed without fresh record of Survey.

Survey Fee (per Section 20) £ :

Fees applied for 21.6. 1951.

Repair Fee (if any) (per Section 20.)

Rs. 300.00

Received by me,

Travelling expenses (if chargeable)

Rs. 28.00

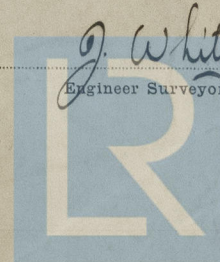
Late Fees

Rs. 200.00

Committee's Minute

Assigned

Not for closing etc



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Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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