

COPY.

C. 1922.

Lloyd's Register of Shipping.



Port GREENOCK.

11th. April, 1942.

This is to Certify that

R. M. SCOTT

the undersigned Surveyor to this Society did at the request of the Owners' Representative survey the Single Screw Steamer "MONTENOL" of London, 2646 tons gross, afloat in the James Watt Dock, Greenock, on the 12th March, 1942, after damage stated to have been sustained by collision with the Triple Screw Steamer "DUCHESS OF MONTROSE" at the Tail of the Bank, Greenock, on 27th December, 1941.

On examination afloat

FOUND.
(Plates numbered from forward).

RECOMMENDED.

Stem bar slightly set back and over to Port side between first strake above Upper Deck sheerstrake and first strake below Upper Deck sheerstrake.

About twelve ft. of Stem Bar to be cropped, removed, faired and refitted, butts to be electrically welded. Plates No.1 in first strake above upper deck sheerstrake and in first strake below upper deck sheerstrake to be cropped on port side and removed for access to welding of stem butts.

Plate No.1 in upper deck sheerstrake, Port and Starboard, buckled at fore end.

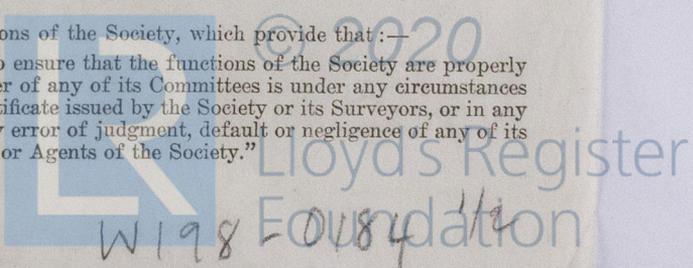
Plate No.1 on Port Side to be cropped, removed, faired and refitted. Plate No.1 on Starboard side to be removed, faired and refitted. Outside doubling, port and starboard, to be released at fore end for access to Plate No. 1.

Hawse Pipe flange inside shell fractured on port and starboard sides.

Hawse pipe to be renewed.

All new and disturbed work to be coated. Repairs to shell plating to be hose tested on completion.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—
While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly performed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any issue of the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Surveyors or any Member thereof, or the Surveyors, or other Officers or Agents of the Society.



COPY.
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PORT OF

These recommendations were made in order to place the Vessel in as good and efficient condition as before the alleged casualty occurred.

Fee: £4.4.0.

R. M. Scott

Surveyor to Lloyd's Register.



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Lloyd's Register

Foundation ^{2/2}

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, and in the records of the vessel's machinery, boilers, working pressures, &c.; thus for example, R. M. Scott, Surveyor to Lloyd's Register, has recommended that the vessel be classified as a steamship, and that the boiler be classified as a steam boiler, and that the working pressure be increased to 100 lbs. per sq. in.