

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

No. 21831

(Received at London Office)

13 MAY 1942

Date of writing Report 5.5.42. 19 When handed in at Local Office 5.5.42. 19 Port of GREENOCK.
 No. in Reg. Book. Survey held at GREENOCK. Date First Survey 18th MARCH. Last Survey 2nd MAY 1942.
 8846 on the Machinery of the ~~Wood, Iron~~ Steel Sc. "MONTENOL" (No. of Visits 9.)

Gross 2646.
 Net 1061.
 Vessel built at W. HARTLEPOOL. By whom W. GRAY & CO. LTD.
 Engines made at W. HARTLEPOOL. When 1917 - 11.
 Boilers, when made (Main) 1917. By whom CEN. MAR. ENG. WORKS. When 1917.
 Owners THE ADMIRALTY. (Donkey) —
 Managers. Owners' Address (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock Port LONDON. Voyage
 (State name of Dock.)

st Report No. Port BS-5.42 &
 Particulars of Examination and Repairs (if any) COMMENCEMENT. MS.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the cause of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and 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 offered his services for this purpose, and why they were declined.

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

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? YES.

Donkey

was not done, 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?

Latest date of internal examination of each boiler P&S B, 18.3.42, F.P. 4.4.42.

Has the Surveyor examine the Safety Valves of the Main Boilers? YES.

Has the Surveyor examine the Safety Valves of Donkey Boiler?

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? YES.

Has the Surveyor examine the drain plugs of the Main Boilers? YES.

Has the Surveyor examine all the mountings of the Main Boilers? YES.

Has the screw shaft now been drawn and examined? NO. Is it fitted with continuous liner?

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

Has the shaft now fitted been previously used? Has it a continuous liner?

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Engine parts, when referred to by numbers, should be counted from forward.

Has the Surveyor examine the generators, motors, switchgear, cables and fuses? YES.

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? YES.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done BS-4.42. COMPLETE, MS. NOT COMPLETE.

IS DONE:- The port, starboard & forward boilers completely examined internally & externally,

together with safety valves, mountings, drain valves, manhole doors, seatings, collision

checks & funnel. Condition satisfactory throughout. The safety valves of all boilers adjusted

under steam to W.P. of 200 lbs. & found efficient.

REPAIRS:- 2 Defective smoke tubes renewed & a number of tube ends re-expanded. Back end

plate seams & Centre Circumferential seams of P&S boilers recaulked as required. S.B. front-

end plate seams under furnace mouths electrically welded where leaking. Bottom Centre

Circumferential seam of forward boiler recaulked as required. Sundry minor repairs to

safety valves & mountings carried out.

Oil burning installation examined under working conditions & fuel shut off

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, B.S. 9.11, B.&M.S. 9.11, & L.M.C. 9.11, or

the boilers of this vessel, & the machinery as far as now seen, are eligible in my opinion

to remain as classed with fresh record of BS-5.42, & to have the notation & LMC with date

when the machinery survey has been completed. Eligible in my opinion for

notation of Examined 4.42. twelve months.

Fee (per Section 29) BS-4.42. £ 4.0.0.

MS. ✓ Fees applied for 9th MAY 1942.

Damage or Repair Fee (if any) £ : : Received by me,

selling expenses (if chargeable) £ : : 19

Committee's Minute GLASGOW 12 MAY 1942

Signed 12.5.42

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Years assigned now required.	Machinery and Boiler Surveys (including date of N.B., if any).
*100 A.1.		*LMC. 12.38.
7.41.		BS. 7.41.
BS. MLT. No 3 - 5, 30.		CL. 4.40.
BS. SLT. No 2 - 38.		
FOR GOVERNMENT SERVICE.		
CARRYING PETROLEUM IN BULK.		
FITTED FOR OIL FUEL 11.17. F.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



W198-0185

— STEEL SEC: "MONTENOL" —

valve deck Controls examined & tried, & found satisfactory.
Vessel surveyed in dry dock. Propeller, stern bush & their fastenings

examined in place as far as practicable & found satisfactory.

Sea Connections. Main injection, tank injection, evaporator & distiller sea Connections opened out, examined with fastenings & refitted in efficient Condition. Other sea Connection fastenings examined as far as practicable & found in good order.

Machinery (M2.) No 2 Main bearing & crank Journal examined & found satisfactory. Main Condenser opened, examined, tubes cleared by means of rod, stay nuts refitted, tested to required water pressure & found satisfactory.

NOTE: No 1-3-4-5 & 6 Main bearings & the HP-MP & LP bottom end bearings have been opened out by the Ship's Engineers for dressing up oil ways & adjustment, but no opportunity was given for examination. The Engineers reports that the bearings, journals & pins were found in satisfactory Condition.

Ballast Pump. A hole in Combined suction valve chest at bottom has been repaired by fitting bolt & plate washers as permanent repair. At the same time a new water end Complete with Covers & valves, supplied by the Makers, has been placed on board as a Standby Spare in case of need.

The main & auxiliary machinery generally examined on the occasion of the General Examination for 12 months, 4.42, as far as practicable, without opening out. Owners Representative & the Chief Engineer report that the machinery has given & continues to give satisfactory service. Sundry minor repairs carried out.

Electrical Installation. The Outboard generator opened out & completely examined. The piston & valve rods skimmed up & new brushes fitted.

No. 1 & No. 2, inboard & out board generators, switch board, distribution boxes, fittings, & the various circuits generally examined. Insulation resistance tests carried out & found satisfactory. Sundry minor repairs carried out.

Steering Engine. Tried under working conditions, hard over to hard over P & S. After repairs to Rudder & found satisfactory.

[Signature]

Noted
Examined 4.42 - 13 mod.

[Signature]
24/5/42



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