

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

(Received at London Office MAR 13 1941)

Date of writing Report 11-3-41 When handed in at Local Office 11-3-41 Port of Beaufort River

No. in Reg. Book 79683 Survey held at Beaufort Date First Survey 18-2-41 Last Survey 9-3-41
on the Machinery of the ~~Wood, Iron or Steel~~ "MONCOUSU" (No. of Visits 5)

Tonnage { Gross 1430 Vessel built at Alloa By whom Fraser & Neave Year 1912 Month 9
Net 962 Engines made at Switzerland By whom Walter & Phipps Ltd. When 1912
Nominal Horse Power 153 Boilers, when made (Main) 1912 (Donkey) 1912
No. of Main Boilers 1 Owners Ministry of Shipping Owners' Address Beaufort Voyage Beaufort
No. of Donkey Boilers 1 Managers S. Neave & Sons Ltd. (if not already recorded in Appendix to Register Book.)
Steam Pressure in Main Boilers 180 lb If Surveyed Afloat or in Dry Dock Both Port Beaufort
in Donkey Boilers 100 lb (State name of Dock.) Beaufort Dry Dock

Last Report No. Port
Particulars of Examination and Repairs (if any) Docking & BS.

(Periodical Surveys, when held, must be reported in detail and seriatim 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 thorough examination at this time? Yes

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes

If this was not done, state for what reasons

And what parts of the Boilers could not be thus thoroughly examined?

Also 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?

State latest date of internal examination of each boiler Present condition of funnel Satisfactory

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lb/sq in

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 100 lb/sq in

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boilers? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? Yes

Has the screw shaft now been drawn and examined? No Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 18"

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

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

Now Done:- Valve gear in dry dock; propeller & outside fastenings examined. Sea cocks & valves opened up & examined.
HP. piston & cylinder, HP. valves & valves gear, MP. piston & cylinder and ballast pump opened up & examined & found in good condition. Windlass engine opened up & examined.
REPAIRS (WEAR & TEAR):- Main injection valves led renewed.
Piston rings renewed in HP & MP. piston and ballast pump.
Now Done for BS:- Main & donkey boiler examined in their entirety, found in good condition & safety valves afterwards adjusted under steam to pressures stated above.
Fuel oil pump & rollers removed from boiler, examined & rollers refitted.
Minor remaining repairs effected.

General Observations, Opinion, and Recommendation:- The machinery of this vessel as
(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 L.M.C. 140 lb., F.D., &c.)
CS 3,34,

fit to now run, is in efficient condition & eligible, in our opinion, to remain so classed with fresh record of BS 3,41 subject to defectives taken & donkey boiler being renewed post opportunity

Survey Fee (per Section 29) 3 £ 3 : - : - Fees applied for 12 mos. 1941
Special Damage or Repair Fee (if any) (per Section 29.) £ : : :
Travelling expenses (if chargeable) £ : : :
Received by me, R. Rodgers & Wharfedale
19.....

R. Rodgers & Wharfedale
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Assigned D.S. 3.41 Subject

TUE 1 APR 1941



W198-0213

Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to