

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

(Received at London Office)

MAR 13 1941

Date of writing Report 11-3-1941 When handed in at Local Office 11-3-1941 Port of Amport River
 No. in Reg. Book. Survey held at Amport Date First Survey 18-3-41 Last Survey 9-3-1941
 79683 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. Month. 1912 9.
 Net 862 Engines made at Switzerland By whom Fraser & Neave 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 3. Raffles Place, Singapore
 No. of Donkey Boilers 1 Managers S. Raffles & Sons Ltd. (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 180 lb. Port Amport Voyage
 in Donkey Boilers 100 lb. If Surveyed Afloat or in Dry Dock Both
 (State name of Dock.) Eastern Dry Dock

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking & B.S.

(Periodical Surveys, when held, must be reported in detail and serially 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?

" " Donkey " " " "

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.

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

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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? 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? No If so, state reasons.Has the shaft now fitted been previously used? No 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.

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:- Vessel placed in dry dock; propeller & outside fastenings examined. Sea cocks & valves opened up & examined.

HP. piston & cylinder, HP. valves & valves gear, HP. piston & cylinder and ballast pump (piston & cylinder) & found in good condition. Windlass engine found up & examined.

REPAIRS (WEAR & TEAR):- Main injection valve has renewed.

Piston rings renewed in HP & HP. piston and ballast pump.

Now Done For B.S.- Main & donkey boiler examined in their entirety, found in good condition. Safety valves afterwards adjusted under steam to pressures stated above. Fuel oil pump & valve removed from boiler in donkey boiler, examined & valve repaired. Minor necessary repairs effected.

General Observations, Opinion, and Recommendation:- The machinery of this vessel is

(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 CS 3,34,

for so now seen, is in efficient condition & eligible, in our opinion, to remain so classed with fresh record of B.S. 3,41 subject to defective taken in donkey boiler being renewed first opportunity.

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

Committee's Minute TUE 1 APR 1941
 Assigned S. Raffles & Sons Ltd.

R. Raffles & Sons Ltd.
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation

W198-0213