Rpt. 9. WRECK BOX No. 20

Report of Survey for Repairs, &c., of Engines and Boilers.

No. 11851

(Received at London Office FRI. 22 OCT. 1915)

Date of writing Report 11th October 1915 When handed in at Local Office 11th Oct 1915 Port of New York

No. in Reg. Book. 172 Survey held at Brooklyn L. I. Date, First Survey 11 Sept Last Survey 1st Oct 1915 (No. of Visits 4)

on the Machinery of the ~~Wood, Iron or~~ Steel S.S "INDIAN MONARCH" Master Dulzell

Tonnage { Gross 4353 Net 2818 | Vessel built at Port Glasgow By whom Russell & Co When 1904 6 (YEAR. MONTH.)

Registered Horse Power 410 | Engines made at Greenock By whom Rankin Blackmore When 1904

No. of Main Boilers 2 | Boilers, when made (Main) 1904 (Donkey) 1904

No. of Donkey Boilers 1 | Owners Raeburn & Verel Ld Port Glasgow Voyage Australia

Steam Pressure— in Main Boilers 180 | If Surveyed Afloat or in ~~Dry Dock~~ (State name of Dock.) Pier 33 Brooklyn

in Donkey Boilers 100

RETAIN

Last Report No. 18121 Port Lon

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

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A 1		+ L M C 2-13
Spar DK 9-14		B S 3-14
S.S Surv Lo 2-13		

Particulars of Examination and Repairs (if any)

(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? No

Do. " Donkey " " " Yes.

If this was not done, state for what reasons? Main Boilers shld previously examined on Lowerate.

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?

Has a Survey also been held on Ship?

If so, is the Report sent now, or when will it be sent?

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

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? 180 lbs

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

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

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ , and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓ , and of the Donkey Boiler? Yes.

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? or two liners? or is it without liners?

Has shaft now been changed? If so, state reasons

Is the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

State the distance between lignum vitæ of stern bush and top of after bearing of screw shaft? Afloat.

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

Low Dbn:- Donkey Boiler examined over all parts with its mountings doors & safety valves. A number of defective C.C. back stays renewed, in other respects found in satisfactory condition.

All main boiler bottom manhole doors renewed

General Observations, Opinion, and Recommendation:— The Boilers of this Vessel

(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, or ✠ L.M.C. 9,11, 140 lb., F.D., &c.)

So far as we are eligible in my opinion to remain as classed, with record of survey B S with date as recommended.

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

Survey Fee (per Section 28) £ : :

Special Damage or Repair Fee (if any) (per Section 28.) £ : :

Travelling Expenses (if chargeable) £ : :

Fees applied for 19

Received by me, 19

John R Robson

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 26 OCT 1915

Assigned 28.8.15

TUE. NOV. 23. 1915

FRI. 24 DEC. 1915

W890-0001

10m.15.—Transfer Ink.

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

Permanent repairs of damage to be effected at first opportunity

B S due 3.15 now complete.

It is submitted that this vessel is eligible for THE RECORD. B S 8.15

23.10.15

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side

☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.