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ENCLOSURE

18th October, 1946.

BILBAO.

9996 MONTE ALMANZOR As recommended, the Committee, in accordance with their wartime practice, having assigned a notation of Special Survey in respect of the hull on the understanding that the Owners will endeavour to bring the Machinery Survey up to date as soon as possible without delaying the ship. In this connection I have to say that, although the Continuous Survey cycle is now complete, no parts of the main engine crankshaft except Nos. 6 & 7 journals have been examined since September, 1940. It is considered that a fresh record should be withheld until the survey has been brought more up to date in this respect, and I shall be glad if you will inform the Owners accordingly.

9997, 10002, 010, 011. As recommended.

10000 MONTE ABRIL As recommended, the Committee, in accordance with their wartime practice, having assigned a notation of Special Survey in respect of the hull only. To facilitate the reversion to peacetime practice, it is hoped that the Owners will take every opportunity of bringing the Continuous Survey of the Oil Engines up to date in order that the hull and machinery notations may be synchronised. With this in view I enclose herewith a copy of the form 7E, and shall be glad if you will communicate with the Owners in the light of the above.

P.T.O.

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At the same time I have to request that you will confirm which of the crankpins have been examined at this time as the vessel has on 6 crankpins. I have to add that the class of this vessel was sub to the starboard forward 3-cylinder Burmeister & Wain auxiliary engine crankshaft being examined by 7,46, and I shall be glad if you will state whether it is this engine which has now been renewed. should also forward the dynamo test certificate for this engine.

10013 MONTE HATA A record of BS 9,46 has been assigned.

TAJO With reference to the limit recommended in your First Entry Report 9853 that a new after L.P. cylinder be fitted by 1,46, the Committee have today had before them a report from the Barcelona Surveyor in which he states that the Chief Engineer pointed out to that it is the fore L.P. cylinder and not the after L.P. cylinder is defective. The fore L.P. cylinder has been examined at this end and the Surveyor recommended its re-examination or renewal before end of 3,47. The vessel's class has accordingly been continued to this condition. I shall, however, be glad if you will furnish remarks on this point and if this is in order advise the Owners of alteration in and extension of the limit in this case.



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