

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

(Received at London Office JUL 14 1939)

Date of writing Report 30th June 1939 When handed in at Local Office 30th June 1939 Port of Baltimore, Maryland
 No. in Reg. Book 89141 Survey held at Baltimore, Maryland Date, First Survey 21st June Last Survey 21st June 1939
 on the Machinery of the Wood, Iron & Steel M.S. "MONTEVIDEO" (No. of Vessels 1)
 Tonnage { Gross 4639 Vessel built at Copenhagen By whom Akt. Burmeistr & Wain When 1928 Month 6
 Net 2771 Engines made at Copenhagen By whom Akt. Burmeistr & Wain When 1928
 Nominal Horse Power 534 NHP Boilers, when made (Main) (Donkey) 1928
 No. of Main Boilers 1 DB Owners Ivarans Rederi A/S Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 DB Managers S. Holter-Sorensen Port Oslo Voyage
 Steam Pressure in Main Boilers 100 lb. If Surveyed Afloat or in Dry Dock dry dock Maryland Dry Dock
 in Donkey Boilers 100 lb. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and verbatim 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 " " " Stated examined Buenos Aires - 5-39

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(s).

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? 90 lbs. per sq. in.

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

, and of the Donkey Boilers? As requested.

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 screw shaft now been drawn and examined? No Is it fitted with continuous liner? Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Has shaft now been changed? No If so, state reasons.

Has the shaft now fitted been previously used? No Has it a continuous liner? No

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 P 1/8" S 3/16"

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

Is electric light and/or power fitted? Electric light.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

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

Now Done:- Vessel in dry dock, fastenings of propellers, stern tubes and sea cocks and valves examined satisfactory.

Donkey boiler safety valves adjusted under steam to blow off at 90 lbs. per sq. inch, as requested.

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, R.S. 9,11, R.&M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

This vessel be retained as now classed without fresh record of survey and to have notation in the Register Book of DBS with date as previously recommended.

Survey Fee (per Section 39) £ \$10.00

Special Damage or Repair Fee (if any) (per Section 39.) £

Travelling expenses (if chargeable) £ \$ 1.50

Fees applied for

June 30 19 39

Received by me,

10

Committee's Minute

Assigned As now

NEW YORK JUL 5 - 1939

Acting Engineer Surveyor to Lloyd's Register of Shipping.

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