

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

(Received at London Office - 7 AUG 1941)

Date of writing Report 30/5 1941 When handed in at Local Office 30th May 1941 Port of Kobe  
in Survey held at Osaka Date, First Survey 14/4/31 Last Survey 15/5 1941  
786 on the ~~Mechanism of the Kuroki~~ Steel T.S.M. "MONTEVIDEO MARU" (No. of Visits 4)

Gross 7267 Net 4378 Vessel built at Nagasaki By whom Mitsubishi Zosen Kaisha Ltd When 1926, 8 mo.  
Engines made at Nagasaki By whom Mitsubishi Zosen Kaisha When 1926  
Boilers, when made (Main) --- (Donkey) 1926 Ltd.  
Main Boilers --- Owners Osaka Syosen Kaisya Owners' Address Port Osaka  
Donkey Boilers 1 Managers --- (if not already recorded in Appendix to Register Book.)  
Boilers --- If Surveyed Afloat or in Dry Dock Both Voyage ---  
Key Boilers 100 lbs. (State name of Dock.) O.I.W. Sakurazima

Report No. --- Port ---  
Particulars of Examination and Repairs (if any) COMPLETION OF LMC (CS) TS & BS.  
When held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date cases where the Surveyor has not made a special damage report he is required to state whether he declined his services for this purpose, and why they were declined.  
Damage report made by anyone else? If so, by whom? ---  
Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ---  
" Donkey " " " " Yes.  
If not done, state for what reasons? ---  
Parts of the Boilers could not be thus thoroughly examined? ---  
If 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? ---  
Latest date of internal examination of each boiler April 1941. Present condition of funnel(s) Good.  
Surveyor examine the Safety Valves of the Main Boiler? --- To what pressure were they afterwards adjusted under steam? ---  
Surveyor examine the Safety Valves of Donkey Boiler? Yes. To what pressure were they afterwards adjusted under steam? 100 lbs.  
Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? --- and of the Donkey Boilers? Yes.  
Surveyor examine the drain plugs of the Main Boilers? --- and of the Donkey Boilers? ---  
Surveyor examine all the mountings of the Main Boilers? --- and of the Donkey Boilers? Yes.  
Screw shaft now been drawn and examined? Yes. (P & S) 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.  
Screw 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? ---  
Date of examination of Screw Shaft May, 1941/ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft XXXXXXXXXX P.5.1 m/m  
Engine parts, when referred to by numbers, should be counted from forward. Is electric light and power fitted? Yes.  
Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes.  
Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes.  
Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

CHARACTER. (Date of last Survey and of Periodical Surveys.)	Machinery and Boiler Surveys (including date of N.B. if any).
*100A1 with free-board 6.40	*LMC (CS) 9,37 1,40 DBS 6,40 *Lloyd's RMC 11,40 TS (CL) 2,38
ssKob.No.3-5,37.	

CONTINUOUS SURVEY

**DONE:-** Vessel placed in dry dock, P & S propellers, stern bushes, sea cocks and valves with their shell fastenings, examined and found in good condition.

- Tail Shafts with continuous liner examined and found in good condition.
- The Steam Pipes were tested by hydraulic pressure to twice W.P.
- Electric Installation megger tested, switchboard and fuses examined and found in good condition, installation afterwards tested under working conditions with satisfactory results.
- The one Donkey Boiler was examined over all parts with doors, mountings and safety valves and found in good condition. Safety valves adjusted under steam as stated above.
- The oil fuel pumps opened out, examined and found in good order.

(P.T.O.)

General Observations, Opinion, and Recommendation:— The machinery and donkey boiler of this vessel are in good condition and eligible in my opinion to be continued as classed with fresh record and Port and Starboard Tail Shafts (CL) seen

Fee (per Section 29) Yen 115.00  
Critical Survey Yen 140.00  
Billing expenses (if chargeable) (See Hull Report)

Fees applied for 20/5 1941  
Received by me, K. P. Daidaya  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
Signed + Enc. C.S. 5-41  
6.40  
DBS 5-41



- 7 AUG 1941

Rpt. 9a.

(2) (MACHINERY)

Port of Kobe.

Continuation of Report No. 1809 dated 30/5/41

on the "MONTE-VIDEO MARU"

The oil fuel tank valves, pipes and deck control for oil fuel burning installation and fire extinguishing apparatus examined and found in order. The installation afterwards examined under working condition and found satisfactory.

S.R.L.:- \*LMC(CS) now completed the cycle.

REPAIRS DUE TO WEAR AND TEAR:-

Starboard Tail Shaft:- Stem bush, bottom half - rewooded.

Main Engine:- Port, No.5 cylinder } liners - renewed on account of them  
Starboard, Nos.5 & 6 cylinder } being worn and the new liner marks are as follows:-

P.No.5	--	Lloyd's No.7566	{ W.T.P.80.KGS.26-12-39 F.I.)
			{ W.T.P. 6 KGS.27- 1-40 F.I.)
S.No.5	--	Lloyd's No.7350	W.T.P.6 KGS.F.I. 22-3-41 L.R.
S.No.6	--	Lloyd's No.7950	W.T.P.6 KGS.F.I. 31-3-41 L.R.

S.No.6 cylinder jacket - renewed on account of a crack being found circumferentially and the new jacket body marks are as follows:-

Lloyd's test No.7994. W.T.P. 6 KGS./cm<sup>2</sup>  
28-4-1941. K.T. LR.

Auxiliaries:-

No.1 (S.F.) auxiliary diesel engine, No.3 cylinder liner - renewed on account it being worn and the new liner marks are as follows:-

Lloyd's No.7977 W.T.P. 10 KGS.F.I. 5-4-41 LR.

Other minor repairs and adjustments, effected.

NOW DONE FOR COMPLETION OF LMC(CS):-

Port Main Engine:- No.4 top end and No.6 bottom end and their brasses.

Port & Starboard Fore and aft main compressors, all complete.

Main Engine:- (P & S) H.P. injection air bottles for M. E.

Auxiliaries:- No.1(S) Auxiliary Air Compressor, - all complete.

Emergency generator - complete.

Auxiliary dynamo engine for port use.

F.O. Tank:- Both settling tanks for D.B. } Internally.  
Both fuel oil settling tanks for M.E. }  
Both fuel oil daily service tanks. }

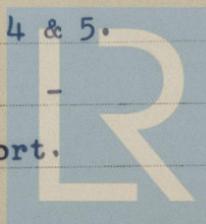
Pump:- Both lubricating oil pumps for M.E.

Pumping arrangements, electric fittings and F.O. installations.

NOW DONE FOR P/LMC (CS), NEW CYCLE:-

Main Engine	Port	St'bd.
Cylinders, pistons, valves, gears & covers.	Nos. 4 & 5.	Nos. 6.
Connecting rods and top ends.	1,5 & 6.	5 & 6.
Bottom ends.	4 & 5.	5 & 6.
Crank shaft journals.	-	-
Thrust shaft.	Port.	St'bd.

(P.T.O.)



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Intermediate shaft.

Port.

St'bd.

Main compressors.

-

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Auxiliaries:- No.1 (S.F.) Auxiliary diesel engine, all complete with scavenging pump.

No.2 (S) Turbo blower - all complete.

Pumps:-

Both F.O. transfer pumps for M.E.

(P) main engine attached lubricating oil pump.

No.2 (P) jacket C.W. pump.

No.1 (inboard) F.O. unit pump.

Both D.B. feed pumps.

K.F.



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L.S. not due 5:41 Kld on machinery

ABS of Screw shaft examined

Some lines removed. Minor repairs

It is submitted that  
this vessel is eligible for  
**THE RECORD.** + Line Ct 5:41

Curry examined. 2:38 6:40

ABS 5:41.

Both 5:41.

Then

26.5.41



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