

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 31st Aug. 1956 When handed in at Local Office 14-9-1956 Port of Baltimore, Maryland
No. in Reg. Book. Survey held at Baltimore, Maryland Date, First Survey 17th Last Survey 24 August 1956
70866 on the ~~Wood, Iron or Steel~~ S.S. "MONTE RICO" (ex MOUNT ROYAL) (No. of Visits 6)

TONNAGE:— Built at Lauzan By whom Davie S.B. & Rep. Co. Ltd. When 1943 5
GROSS 7129 Owners Callao Cia. Navagacione S/A Pan Owners' Address —
UNDER DK. Managers — (if not already recorded in Appendix to Register Book).
NET 4244 Port belonging to Monrovia

Surveyed Afloat or in Dry Dock? Both Name of Dock Beth. Key Highway Destined Voyage

CellIDBorDBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.
N.B.—All alterations in the existing records should be underlined.

Last Report, No. 5050 Port Main

(Periodical Surveys, when held, must be reported in detail and serialim in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. 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 to whom and why they were declined.

not required Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Drydocking and Damage.

stated sustained by heavy weather April 24, 1956 on voyage Singapore, Dairen and June 24, 1956 on voyage Singapore-Aden.

Now Done: Vessel placed in drydock; bottom and rudder cleaned examined and coated. Decks, hatches, ventilators, casings etc. generally examined and found good.

Damage repairs effected: Rudder lifted, skeg rebored and bushing renewed, steadiment bush renewed, also renewed securing bolts for same, caulked, welded and made tight a number of rivets and small fractures in way of rudder plating (p & s) upon completion rudder satisfactorily hydro tested, rehung and satisfactorily tried hard over to hard over.

Wear & Tear repairs effected: forward keel plate No. 2 and adjacent A strakes (p & s) renewed approximately 50 shell rivets, caulked welded and made tight a number of low rivet point, and caulked approximately 50 feet of seam, (over)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Replaced								Rudder
Faired or Repaired in place								

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Decks good	good	good	When fitted, Month Year
Caulking of Decks "		Coal Bunkers, Openings, Covers, &c. "	
Coamings "		Oil Bunkers	Boats good
Beams & Fastenings	Rudder good	Scuppers good	Masts, Yards, &c. "
Outside Plating good	Steering gear and its connections "	Cargo Hatchways "	Condition, how ascertained from deck (State if wedges removed.)
" " in way of sidelights	Windlass "	Hatches "	Equipment letter A+
Frames	Have pumps been examined and found efficient?	Planking	Anchors, No. of 3B 1S
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged) No
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	" length stated mean diamr. (on board)
Transverses	Have Ventilators and their Coamings been examined and found efficient? yes	Breasthooks & Stemson	" Rule length complete size
Floors	Air and Sounding Pipes good	Transoms, Pointers & Crutches	Chain Locker
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawseers & Warps Sufficient
Stringers		" " at other places	Standing and Running Rigging Efficient
Inner Bottom Plating		Stringers, Clamps & Shelves	Sails
Have the Tanks been examined internally? No		Saltg (State if examined.)	
Have the Tanks been tested? No			

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— to remain as classed in the Register Book without fresh record of Survey, "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel being now so far as seen in good and efficient conditions, appears worthy to remain as classed
*100A1, with record of drydocking Bal. 8,56 subject to guard rails on upper deck, and fiddley top plating being dealt with at the Special Survey and to all other conditions at present attached to the vessel's class being dealt with as previously recommended.

Survey Fee (per Section 29) D.D. & rprs.:	150 : 00 :	Fees applied for, 17-9-1956
Special Damage or Repair Fee (if any) (per Sec. 29)	\$ 100 : 00 :	Received by me, 19
Travelling Expenses (if chargeable)	\$ 9 : 50 :	
Second Surveyor's Fee (if any)	\$: :	
Late Fee		

Committee's Minute
Character Assigned 8-5G Bal for Subject
(M) Netherly BS.

Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation
014915 04826-0036

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.