

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

20 OCT 1950

 Date of writing Report 16th. Oct. 19 50 When handed in at Local Office 17th Oct. 19 50 Port of CARDIFF

 No. in Book. Survey held at CARDIFF Date. First Survey and Last Survey 9 Oct. 19 50 (No. of Visits)

 60 on the Machinery of the ~~XXXXXX~~ "MONTE NEGRO"

Age {	Gross <u>5252</u>	Vessel built at <u>Glasgow.</u>	By whom <u>Harland & Wolff Ltd.</u>	Year. <u>1919</u> Month. <u>1</u>
	Net <u>3210</u>	Engines made at <u>Glasgow.</u>	By whom <u>Harland & Wolff Ltd.</u>	When <u>1919</u>
Nominal Power {	<u>517 MN</u>	Boilers, when made (Main) <u>1919</u>	(Donkey) <u>-</u>	
		Owners <u>Naviera Aznar Soc. Anon.</u>	Owners' Address <u>-</u>	
of Main Boilers	<u>3</u>	Managers <u>-</u>	Port <u>Bilbao</u>	Voyage <u>-</u>
of Donkey Boilers	<u>-</u>	If Surveyed Afloat <u>XXXXXX</u> <u>Queens Dock</u>	(State name of Dock.)	
Pressure	<u>180 lbs.</u>			
Main Boilers	<u>180 lbs.</u>			
Donkey Boilers	<u>-</u>			

 Report No. - Port -

Particulars of Examination and Repairs (if any) General Examination

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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.

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.

a damage report made by anyone else? If so, by whom?

the Surveyor personally go inside each Main Boiler separately and make a through examination at this time? No

" " Donkey " " " "

state for what reasons Boilers under steam What parts of the Boilers could not be thus thoroughly examined?

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?

the latest date of internal examination of each boiler Present condition of funnel(s) Good

the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

the Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

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

the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

the screw shaft now been drawn and examined? No Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

shaft now been changed? If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the

ern bush Is electric light ~~XXXXXX~~ fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

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

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

Now done:- A general examination of the machinery of this vessel was carried out. The main and auxiliary machinery including windlass and steering engine were examined as far as practicable. The H.P. bottom end bearing and L.P. top end bearings were opened up and examined. Pumps and pumping arrangements were tested. The Machinery was found to be in good working order. The Chief Engineer stated that it was operating satisfactorily.

rt. B1 issued - copy attached.

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, BS 9,11, B&MS 9,11, LMC 9,11 or LMC 140 lb., FD, &c.)

CS 3,34

The Machinery of this vessel is in efficient condition and eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 29) Gen. Examn. £ 8 : 0 : 0 Fees applied for

Special Damage or Repair Fee (if any) £ : : Received by me, 19 Oct. 1950

Travelling expenses (if chargeable) £ : : 19

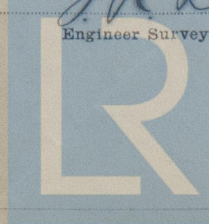
Committee's Minute

signed

Deferred

TUES. 14 NOV 1950

Engine Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

W1078-0197

General examination on account of
postponement of LMC due 7.50.
See letter.

It is submitted that this
report is eligible to remain
as **CLASSED**.

10/11/50

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