

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

(Received at London Office

3 JUN 1940)

State of writing Report 7th May 40 When handed in at Local Office 8th May 40 Port of Baltimore, Maryland

No. in Reg. Book. Survey held at Baltimore, Maryland Date, First Survey 3rd May Last Survey 4th May 1940 (No. of Visits 2)

30049 on the Machinery of the Wood, Iron or Steel S.S. "MOUNT MYRTO"

Tonnage Gross 5403 Vessel built at Montreal, P.Q. By whom Canadian Vickers, Ltd. When 1919 11
Net 3288

Nominal Horse Power 397 NHP Engines made at Montreal, P.Q. By whom Canadian Vickers, Ltd. When 1919

No. of Main Boilers 3 SB Boilers, when made (Main) 1919 (Donkey) -

No. of Donkey Boilers Owners J. A. Cosmetto & Kulukundis Shipping Owners' Address - (if not already recorded in Appendix to Register Book.)

Steam Pressure 180 lb. Managers Co. S.A. Port Syra Voyage -

in Main Boilers If Surveyed Afloat or in Dry Dock in Drydock Maryland Drydock Company

in Donkey Boilers

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 " " " "

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) Good

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?

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

, and of the Donkey Boilers?

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? Yes 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?

Has shaft now been changed? NO If so, state reasons

Has the 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?

State date of examination of Screw Shaft 3rd May State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft rewooded

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

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

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

With vessel in drydock the tailshaft drawn, examined with stern bearing, the bearing rewooded, tailshaft and propeller reinstalled and two aftermost spring bearings realigned. Fastenings examined.

No sea valves opened at this time.

Special Reasons:- Question of renewal of dynamo governor raised. Master states the weights etc. will be ordered from makers.

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.)

Machinery eligible to be retained as classed with fresh record of Tailshaft (CL) seen 5.40, subject to the dynamo governor being renewed.

Survey Fee (per Section 29) TS £ : \$25.00 Fees applied for May 7th 1940

Special Damage or Repair Fee (if any) Late Fee \$10.00 Received by me,

Travelling expenses (if chargeable) £ : \$3.00 19

Committee's Minute NEW YORK MAY 15 1940

Assigned As now subject

T.S. 5.40

Wm. B. Cowin 2019
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W349-0106

Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to