

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

(Received at London Office)

MAY 6 1939

Date of writing Report 21st April 1939 When handed in at Local Office 21st April 1939 Port of Baltimore, Maryland

No. in Survey held at Baltimore, Maryland Date, First Survey and Last Survey 8th April 1939  
Reg. Book. 90002 on the Machinery of the WOOD, IRON OR STEEL S.S. "MUNPLACE" (No. of Visits 1)

Tonnage { Gross 3235 Vessel built at Sparrows Point, Md. By whom Maryland Steel Co. of Balto. Co. When 1916 Month 5  
Net 2013 Engines made at Sparrows Point, Md. By whom Maryland Steel Co. When 1916  
Nominal Horse Power 449NHP Boilers, when made (Main) 1916 (Donkey)  
No. of Main Boilers 2 SB Owners Munson S.S. Line Managers --- Owners' Address ---  
No. of Donkey Boilers --- Managers --- Port --- Voyage ---  
Steam Pressure in Main Boilers 200 lb. If Surveyed Afloat or in Dry Dock Maryland Dry Dock (State name of Dock.)  
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 summarized at the end of the report. State also the date 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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

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

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?

Is screw shaft now been drawn and examined? No Is it fitted with continuous liner? --- Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ---

Is 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 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 5/32

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? ---

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? ---

Was 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 The vessel lying up at this port.

This vessel placed in dry dock by Norwegian interests with a view to purchase from the Owners (Munson Steamship Line, New York).

The propeller, stern bush and fastenings examined. No sea valves or any part of the machinery opened up at this time.

The Boilers last examined May, 1937 and Tailshaft seen February, 1936.

No sale of vessel consummated and she is again lying up at this port.

## 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. 211, R.D.M.S. 211, & L.M.C. 211, or R.L.M.C. 140 lb., F.D., &c.)

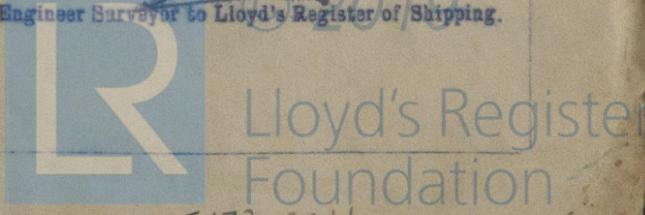
Submitted for the information of the Committee and machinery, in my opinion, eligible to be retained as classed and as recorded.

Survey Fee (per Section 29)	£	---	Fees applied for <u>Apr. 17 1939</u>
Special Damage or Repair Fee (if any) (per Section 29)	£	---	
Travelling expenses (if chargeable)	£	<u>31.50</u>	
			Received by me, <u>---</u>

Committee's Minute NEW YORK APR 26 1939

Assigned Deferred for B.S.

Engineer Surveyor to Lloyd's Register of Shipping.



F473-0011

THIS MARGIN.

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

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