

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

No. 11252

Date of writing Report 29th Sept. 1952 When handed in at Local Office 29 9 1952 Port of BILBAO  
 Survey held at Bilbao Date 26-7-51 First Survey 26-7-51 Last Survey 26-8-52  
 on the Machinery of the Head-Boiler Steel S.S. "MONTE SOLIUBE" (No. of Visits 30)

Gross 5914 Vessel built at Hill-on-Tees By whom Furness S.B.Co.Ld. Year 1921 Month 4  
 Net 3530 Engines made at Middlesbrough By whom Richardsons, Westgarth & Co.Ld. When 1921  
 Nominal 573 MW Boilers, when made (Main) 1921 (Donkey) - Co.Ld. When 1921  
 of Main Boilers 3 SB Owners Naviera Aznar Soc. Anon. Owners' Address -  
 of Donkey Boilers - Managers - (if not already recorded in Appendix to Register Book.)  
 Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock Dry dock - Euskalduna Port Bilbao Voyage -  
 Donkey Boilers - (State name of Dock.)

Report No. 29 Port Bilbao  
 Particulars of Examination and Repairs (if any) BOOKING, T.S. & L.M.C.  
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned how expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>1100A1</u>		<u>LMC 3, 47</u>
<u>Shelter deck</u>		<u>BS 1, 51</u>
<u>with freeboard</u>		<u>TS CL 8, 49</u>
<u>9, 49</u>		
<u>ss. Bco-3, 47 (Dr)</u>		

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

Surveyor personally go inside each Main Boiler separately and make a through examination at this time? Yes  
 " Donkey " " " "

state for what reasons. 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?

latest date of internal examination of each boiler. All boilers exd. 19-7-52.

Surveyor examine the Safety Valves of the Main Boilers? Yes Present condition of funnel(s) Good  
 To what pressure were they afterwards adjusted under steam? 180 lbs.

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

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

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

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

screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? -

shaft now been changed? No If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -

approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft 6-8-52. State the wear down in the bush -

Is electric light and/or power fitted? Yes If so, 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

parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

NOW DONE:-

Vessel placed in dry dock. Propeller, tail shaft, stern bush, sea connections and all outside fastenings examined.

All cylinders, pistons, valves and faces, crank, thrust and tunnel shafting, main and auxiliary condensers (tested) attached and independent pumps and pumping arrangements examined.

Main and auxiliary steam pipes over 3" bore removed and tested to 2 W.P.

Fan, dynamo, windlass and steering engines examined.

Electrical installation examined throughout and insulation megger tested and all found or placed in good order.

The three main boilers opened out and examined together with their safety valves and other mountings, doors and fastenings.

On completion of repairs all boilers tested by hydraulic pressure to 100 lbs.

Safety valves adjusted to above pressure and boilers examined under steam and found

al Observations, Opinion, and Recommendation:- (Continued)

(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.)

US 3,34

The machinery of this vessel is in good condition and eligible in my opinion to remain as classed with fresh record of LMC 8,52 and TS(CL) 8,52 and to have the notation of \*Fitted for oil fuel 8,52 F.P. above 150° F.

LMC & TS. Pts. 7,667  
 El. Inst. Pts. 1,223

Damage or Repair Fee (if any) £ 550  
 (per Section 23) £ 300

Expenses (if chargeable) £ 300  
 TUES. 28 OCT 1952  
 For J.B. Goodier and self:-  
 J.B. Goodier  
 Engineer Surveyor to Lloyd's Register of Shipping.

+LMC 8.52 incl out spl cdw  
 5 8.52 Fitted for oil fuel 8.52 F.P. above 150° F.  
 200 for office use + exp. Survey  
 CERTIFICATE WRITTEN.



S.S. "MONTE SOLLUBE"

(Continued)

in order.

ALTERATIONS:-

Oil fuel burning installation now fitted in accordance with approved plan returned herewith.

2 settling tanks fitted at starboard side of Engine Room in accordance with approved plan returned herewith.

Air pipes and sounding device are fitted in accordance with the Rules and overflow pipes are fitted with sight glasses.

The oil fuel, suction and discharge pipes have been tested hydraulically as per Rule.. The funnel damper has been fitted with efficient locking arrangement in the full open position.

Steam smothering pipes have been fitted under the boilers and in way of settling tanks in engine room and the steam supply is controlled from the casing top.

The installation examined on completion under working conditions and found satisfactory.

REPAIRS DUE TO WEAR AND TEAR:-

Tunnel bearings- Nos.1,3,5,7 and 8 retalled.

Main and auxiliary condensers retubed and tested.

Evaporator- Evaporation coils renewed.

Steering engine- Cylinders rebored and new pistons and rings fitted.

Windlass- Cylinder block and engine shaft pinion renewed.

Independent circ.pump (Centrifugal pump)-

Pump casing renewed, marks:-

LLOYD'S TEST 30 lbs. - 13.11.51 - J.B.G.

Engine crank shaft rectified and all main and bottom end bearings retalled.

Dynamo and fan engines-

Cylinders, crossheads and crank shaft skimmed. Pistons and rings renewed. Main, top and bottom end bearings retalled.

2 Independent feed pumps-

Steam cylinders rehored and pistons and rings renewed.

Boilers-

Port boiler - Lower part of centre furnace at front cropped and part renewed.  
Lower manhole door opened, built up with E.W. and doors refitted.  
10 screw stays renewed.

Star. boiler - 4 plain tubes and 1 stay tube in centre furnace renewed,  
8 screw stays renewed.

Centre boiler - 8 screw stays renewed.

S. R. LIST:-

All stoppered tubes in centre furnace of starboard boiler now renewed.

This item can now be deleted.