

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

(Received at London Office)

Date of writing Report 11/9 1950 When handed in at Local Office 19 Port of Rotterdam
No in Reg. Book. Survey held at Rotterdam Date. First Survey 19/4 Last Survey 1/9 1950
(No. of Visits 20)

Survey on the Machinery of the Wood, Iron or Steel 11/9 "MONTE GIOVE"
Gross 4487 Vessel built at Sunderland By whom Wm. Bonford & Sons, Ltd. When 1924 10
Net 2667 Engines made at Sunderland By whom Wm. Bonford & Sons, Ltd. When 1924
Nominal 417 HP Boilers, when made (Main) Antoni (Donkey) 1924
Use Power Owners Bruno & Credi Montanari Owners' Address Port Rimini Voyage Trieste
of Main Boilers ✓ Managers Wilton Yacht
of Donkey Boilers 2 If Surveyed Afloat in Dock (State name of Dock.)
Steam Pressure ✓
Main Boilers ✓
Donkey Boilers 120 H.P.
Report No. 17613 Port

Particulars of Examination and Repairs (if any) Damage, L.M.C.S. & DBS
Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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, in the body of the report, should be briefly summarised at the end of the report. State also the dates and details of any letters respecting this case S. 10/50

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 yes, not required
A damage report made by anyone else? If so, by whom? Underwriters Surveyor

The Surveyor personally go inside each Main Boiler separately and make a through examination at this time? yes
Donkey " " " yes
state for what reasons all parts 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 4/8 50 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? yes To what pressure were they afterwards adjusted under steam? 120 lbs.

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

The Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boilers? yes

The Surveyor examine all the mountings of the Main Boilers? ✓ and of the Donkey Boilers? yes

The screw shaft now been drawn and examined? ✓ 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? ✓

Approved oil retaining appliance fitted at the after end? ✓ State date of examination of Screw Shaft ✓ 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

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

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

Worked on board at request of the Owners Representative, in order to examine the

damage to the Machinery, stated to be caused by shortness of lubricating oil

and water leakage in cylinders on voyage from Bona to Rotterdam.

in engine opened out and examined. Found N°3 after side crankpin slack in

in crank web. The whole crankshaft afterwards placed in bath and found

forward side crankpin and N°2 and 3 main crankpins slack. N°3 journal

ages found worn. N°2 forward and N°3 after side crankpins with webs,

N°3 journal and N°2 & 3 crankpins have now been renewed. (as per

attached forging certificate). All coupling bolts renewed. All bearings,

main and side top and bottom ends, white metal was found cracked and

brigs, have all been re-metalled. Thrusts kept placed in bath and

red up. Bearing after flywheel found worn out, has been re-metalled.

Alignment of crankshaft and alignment of shafting examined.

to be continued:

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 good condition and in our opinion is efficient condition and eligible to remain as classed and have fresh Record of L.M.C.S. 9.50 and DBS 9.50.

L.M.C.S. & DBS + Elect. 580.-
Fees applied 1950
Received by me, 1950
Special Damage or Repair Fee (if any) 1800.-
(per Section 29.)
Travelling expenses (if chargeable) 150.-
Committee's Minute Assigned
+ Incl. 9.50
DBS. 9.50
CERTIFICATE WRITTEN
Submission approved
wrote for
Foundation
011931-011935-0183 1/2

m.v. "Montegiove"

N^{os} 1 and 2 cylinders liners found leaky in jackets. All three liners drawn. N^o 1 liner replaced by a new one and after replacement of liners, cooling water jackets hydraulically tested. Main engine pistons, after overhaul tested. Glands and guide shoes overhauled.

All holding down bolts tested.

Lubricating oil system completely cleaned.

On completion Machinery tested under working conditions and all found satisfactory.

Completion + LMC (C.S.) & D.B.S.

Examined main engine cylinders, pistons, valves and valve gears, connecting rods with their top and bottom ends, crank, thrust and intermediate shafts, scavenging pumps, clutches and reversing gears. Examined all working parts of steam driven generators and compressors.

All air receivers examined internally.

Separate fuel tanks, all pumps, pumping arrangements, coolers, condenser and steam pipes (internally) examined.

Electrical equipment examined and tested as required by the Rules.

Both donkey boilers examined internally and externally with all mountings, safety valves and manhole doors, all found good. Safety valves adjusted under steam to 120 lbs. Fire extinguishing apparatus examined and tested.

The manoeuvring of the engine tested under working conditions.

All above parts found or placed in good condition.

Repairs due to wear and tear:

Ballast pumps, water end renewed, also steam valve chest.

Fresh water cooler, retubed and tested.

Scavenging pump piston rod renewed (material tested)

Minor repairs carried out.

W.H. Boussee. *Alfred J. Fre*

NOTE: It was stated that the reconnections were examined previous docking.



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