

# 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)

11/4 on the Machinery of the Wood, Iron or Steel "MONTE GIOVE"  
 Gross 4487 Vessel built at Sunderland By whom Wm. Doulton & Sons, Ltd. When 1924 10  
 Net 2667 Engines made at Sunderland By whom Wm. Doulton & Sons, Ltd. When 1924  
 Nominal Horse Power 417 H.P. Boilers, when made (Main) Antoni (Donkey) 1924  
 Owners Bruno & Credi Montanari Owners' Address  
 (if not already recorded in Appendix to Register Book.)  
 Port Remini Voyage Trieste  
 Managers  
 If Surveyed Afloat in Dry Dock Wilton's Yard  
 (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 CHARACT. \* for Special Survey. Date of last Survey and of Periodical Surveys.  
 Years assigned how long expired.  
 Machinery and Boiler Surveys (including date of N.E., if any)

Particulars of Examination and Repairs (if any) Damage, L.M.C.(S) & DBS  
 +100A1  
 with gearbox  
 L.S.  
 11.4.50 - 10.46

Special 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? Underwriter 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. What parts of the Boilers could not be thus thoroughly examined? 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? no

Latest date of internal examination of each boiler. 4/8 50 Present condition of funnel(s) good

Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? 120 lbs  
 Surveyor examine the Safety Valves of the Donkey Boilers? yes To what pressure were they afterwards adjusted under steam? 120 lbs

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

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

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yes  
 Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

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.  
main engine opened out and examined. Found N°3 after side crankpin slack in crank web. The whole crankshaft after was placed in bath and found forward side crankpin and N°2 and 3 main crankpins slack. N°3 journal eyes 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 forged, have all been reinstalled. Thrusts shaft placed in bath and set up. Bearing after flywheel found worn out, has been reinstalled. 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.)  
The Machinery of this vessel is in good condition and in our opinion is efficient condition and eligible to remain as classed. We have fresh record of L.M.C.(S) 9.50 and DBS 9.50.

L.M.C., DBS + Elect. 580.- Fees applied for 199 1950  
 Special Damage or Bonus Fee (if any) 800.- Received by me, 19  
 Travelling expenses (if chargeable) 9.50

Committee's Minute Assigned only (A)  
 + incl. 9.50  
 DBS. 9.50  
 FRI. 13 OCT 1950  
 Submission approved Register Foundation  
 11931-01935-0183 1/2

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

m.v. "Montegiore"

N<sup>os</sup> 1 and 2 cylinders liners found leaky in jackets. All three liners drawn. N<sup>o</sup> 1 liner replaced by a new one and after replacement of liners, cooling water jackets hydraulically tested. Main engine pistons, after overhaul tested. Squitches 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.

V.H. Dourson. *Red Bull*

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



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