

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

MON MAP 31474

Date of writing Report 27/2/24 When handed in at Local Office 27/2/24 Port of Genoa
 No. in Survey held at Genoa Date, First Survey 9/2/20 Last Survey 26/2/19
7818 on the Machinery of the Wood, Iron or Steel "MONTE PASUBIO" (No. of Visits FIVE)
 Gross 6568 Vessel built at Cheperton By whom Mouth S.B. Co. Ltd When 1920-21
 Net 4063 Engines made at Wallsend By whom Parsons Co. Ltd When 1920
 Nominal 678 Boilers, when made (Main) 1910 (Donkey) See Report
 Horse Power 3147 Owners Armatori Riuniti Soc. d. R. Port. Genoa Voyage Bahia Blanca
 No. of Main Boilers 2 If Surveyed Afloat or in Dry Dock Afloat + in Graving Dry Dock
 No. of Donkey Boilers 2
 Steam Pressure in Main Boilers 200
 in Donkey Boilers 100
 Last Report No. See report Port Genoa

Particulars of Examination and Repairs (if any) L.M.C.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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.

On 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 Was a damage report made by anyone else? If so, by whom? No

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes (Steam at hand)

Do. " Donkey " No
 If this was not done, state for what reasons? Donkey Boilers new - see report

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

So 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?

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? 200 lb./sq. in.

Did the Surveyor examine the Safety Valves of Donkey Boiler? No

To what pressure were they afterwards adjusted under steam?

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

, and of the Donkey Boiler? —

Did the Surveyor examine the drain plugs of the Main Boilers? None

, and of the Donkey Boiler? —

Did the Surveyor examine all the mountings of the Main Boilers? Yes

, and of the Donkey Boiler? —

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? No

Has shaft now been changed? Yes If so, state reasons To suit owner's convenience as new propeller was fitted.

Has the shaft now fitted new? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

State the distance between lignum vitae or bearing-metal of stern bush and top of after bearing of screw shaft? 3 in.

Is the Survey not complete state what arrangements have been made for its completion and what remains to be done? Complete.

Now done:- Turbine casings (opened up) and rotors, flexible couplings, reduction gearing, turbine of gear shafts, thrust, tunnel & tail shafting, all pumps, Condensers (main & aux.) (opened up examined & tested), sea connections, propeller and all outside fastenings examined and after general overhaul found in order. Spare gear checked & found satisfactory. The 3 water tube boilers examined internally & externally with mountings down & safety valves & found good, afterwards found tight under steam and their safety valves adjusted as above. New C.I. Propeller fitted & the spare tail shaft (Marked LLOYDS No 3915 13/3/19) C.L. fitted. Repair arrangement in order.

There are on board this vessel two new Cochran Donkey Boilers, placed in the donkey boiler flat. The marks are as shown here. These boilers are not yet connected up to the aux. steam line. It is suggested that a note might be made in the Special Reasons List to the effect that these boilers require to be examined under steam and their Safety Valves adjusted.

General Observations, Opinion, and Recommendation:— The machinery is in good condition, and the vessel is eligible, in my opinion, for the Record L.M.C. 2.24

(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, B.S. 9, 11, E. & M.S. 9, 11, or L.M.C. 9, 11, 14, 15, &c.)

subject to annual survey of W.T.B. Note. Tail Shaft (C.L.) NEW 2.24.

See statement above re new Donkey Boilers.

DUAL SURVEY
L.R. & R.I.

Survey Fee (per Section 28) £1000
 Damage or Repair Fee (if any) £100
 Survey Expenses (if chargeable) £100

Fees applied for 27/2/24 £1000
 Received by me, 10

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. MAR. 21 1924

FRI. MAY. 2 1924

Assigned + L.M.C. 2.24

CERTIFICATE WATSON

Lloyd's Register
Foundation
W699-0009

A new Donkey Boiler placed on board,
No. 1 of ane 4:24 now held. Seven days delayed

2 N.D.B. 24. 10/11/14

When the Donkey Boilers have
been fixed in place, their
mountings examined
Safety valves adjusted
& Boiling Gear fitted.

It is recommended that
this vessel is eligible for
THE RECORD. + d/MC. 2.24

S.V. 2.24.

W. J.
10/11/14



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