

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

(Received at London Office)

31 JUL 1933

Date of writing Report 27/7 1933 When handed in at Local Office 27/7 1933 Port of Oslo

No. in Survey held at Oslo Date, First Survey 1916 Last Survey 24/7 1933
g. Book. (No. of Visits)

0829 on the Machinery of the Wood, Iron or Steel Se. "MAUDIE"

Gross 4818 Vessel built at Port Glasgow By whom Lithgows ES When 1920
Net 2875 Engines made at Gt. By whom Rankin & Macdonald When 1920

Nominal Horse Power 488 Boilers, when made (Main) 1920 (Donkey) 1904 & 1912, refilled 1928.

No. of Main Boilers 3 Owners Qs. Nelson Owners' Address Fairbury
Port Towshay Voyage

Donkey Boilers 2 Managers N. Suggs
Pressure—180 If Surveyed Afloat or in Dry Dock U. Dock.
Main Boilers (State name of Dock.) Nylands Docks

Donkey Boilers 175
Report No. 606 Port

Particulars of Examination and Repairs (if any) Couple, 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.	Year assessed now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
*100 A1.		*L.M.C. 8.28
S.S. Ord. No-2-28		B.S. 8.30.
8.30		
Fixed for Carrage. Whal.		8/29
Oil or other		NDB (2)
Oils in bulk		made 04 & 12
having a		refitted 28
78 above 150°F		

Special Surveys, when held, must be reported in detail and seriatim 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 the nature and extent of such repairs should be briefly summarised at the end of the report. State also the name and initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has examined his services for this purpose, and why they were declined.

Has a special damage report made by anyone else? If so, by whom? Bergon Røi

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes.

Has the same been done for Donkey Boilers? see report.

Were there any parts of the Boilers which could not be thus thoroughly examined? no.

Were any special means, in the absence of internal examination, adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? no.

What was the latest date of internal examination of each boiler? 18/7.33.

Were the Safety Valves of the Main Boiler examined? yes. To what pressure were they afterwards adjusted under steam? 180 lb.

Were the Safety Valves of Donkey Boilers examined? yes. To what pressure were they afterwards adjusted under steam? no.

Were all the manholes, doors and their fastenings of the Main Boilers examined? yes. and of the Donkey Boilers? no.

Were the drain plugs of the Main Boilers examined? yes. and of the Donkey Boiler? no.

Were all the mountings of the Main Boilers examined? yes. and of the Donkey Boiler? no.

Has the 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 the screw shaft now been changed? no. If so, state reasons.

Has the screw shaft now fitted been previously used? no. Has it a continuous liner? no. 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 vitæ or bearing metal of stern bush and top of after bearing of screw shaft just clear.

If the survey is not complete, state what arrangements have been made for its completion and what remains to be done complete.

This vessel placed in floating dock and the screw shaft drawn, sea cocks opened, and the screw shaft, stern tube, propeller and sea cocks examined. The whole of the main and auxiliary machinery, except cylinders and pistons, and examined rods, top and bottom end bearings and brasses, main bearings and brasses, crankshaft, thrust and intermediate shafts and bearings. Examined condenser, all main and auxiliary pumps and cargo pumps and piping arrangement.

The main boiler opened up, cleaned and examined internally and externally. Manholes, doors and fastenings, safety valves and all other mountings examined. Main boiler examined under steam pressure and the safety valves set 180 lb. per sq. inch. The electric light installation examined.

Repairs now effected.

General Observations, Opinion, and Recommendation:—

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, B.&M.S. 9, 11, or *L.M.C. 9, 11, 140 lb., F.D., &c.)

This vessel's machinery is in good condition, in our opinion eligible to be classified as per class in the Register Book with notation of *L.M.C. 7.33

and screw shaft seen 6.33. D.B. not to be used before survey.

Boiler Rs 220
Age or Repair Fee (if any) Rs 80
Boiler Fee Rs 25
Expenses (if chargeable) Rs 348
Light dues Rs 60

Fees applied for 27/7 1933
Received by me, 19
365 pd 21/8/33
368 pd 15/9/33

Witness's Minute FRI, 22 SEP 1933

Signed L.M.C. 11.32

B.S. 7.33 subject
B.S. 7.33

003474-003478-0178

Lloyd's Register Foundation

L.P. crank bearing upper half re-metalled.

Sea cocks & valves ground in and the sea cock for D.B. discharge renewed. Piston springs for oil pumps renewed.

H.P. slide cylinder bored up and the piston rings renewed.

15 tubes in main condenser renewed, condenser tested.

Ballast pump: slide and slide faces planed off. Slide rods & piston springs renewed.

Fan engine: Piston rod skimmed off, new liners. Piston springs renewed.

Minor repairs to piping, pumps etc. effected.

A number of tubes in main boiler renewed.

Test valve, all boiler renewed.

The owners have informed us, that in the meantime she will not be used as a whaling factory and they therefore do not use the D.B. before surveyed.

All the press boilers opened up, cleaned and examined throughout and found good. These boilers, fitted when she was converted into a whaling factory, have been constructed as per approved plans.

It is stated, that she had sustained damage by:

4. Going in ice October - November 1930

5. Ice in propeller 22nd October 1930
Damage as per attached copy of damage report.
Repairs now done due to damage:

4. The sea cocks opened up for examination.

5. The screw shaft drawn for examination and the stem tube linings partly renewed.