

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

(Received at London Office 10 APR 1942)

Date of writing Report Jan. 23rd, 1942 When handed in at Local Office 19 Port of SAN FRANCISCO

Survey held at San Francisco Date, First Survey 2nd Nov., Last Survey 3rd Dec 1941 (No. of Visits 15)

1 on the Machinery of the XXXXXXXX Steel T.S.S. "MAUI"

Gross 9941 Vessel built at San Francisco By whom Union Iron Works Co. When 1917 - 4

Net 5933 Engines made at Pittsburgh, Pa. By whom Westinghouse Co. When 1917

2370 NHP Boilers, when made (Main) 1917 (Donkey) -

Main Boilers 8 WT Owners Watson Navigation Co. Owners' Address -

Donkey Boilers - Managers - Port San Francisco Voyage -

Pressure - If Surveyed Afloat or in Dry Dock Both

Donkey Boilers - (State name of Dock.) Hunter's Point

Report No. Port For Docking, Part M.S., T.S.

Particulars of Examination and Repairs (if any) and Damage.

ical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and is being detailed in the body of the report, should be briefly summarised at the end of the report. State also the and initials of any letters respecting this case.

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

Damage report made by anyone else? If so, by whom? U. S. Salvage Ass'n.

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Donkey " " " "

was not done, state for what reasons? Not due for survey.

hat parts of the Boilers could not be thus thoroughly examined? -

hat special means, in the absence of internal examination, were adopted by the eyor to assure himself of the thorough efficiency of those parts of each Boiler? -

atest date of internal examination of each boiler Present condition of funnel(s) -

e Surveyor examine the Safety Valves of the Main Boiler? - To what pressure were they afterwards adjusted under steam? -

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

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

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

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

crew shafts now been drawn and examined? Yes Are they fitted with continuous liners? Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Starboard shaft now been changed? Yes If so, state reasons Corrosion crack at after end of liner.

Starboard shaft now fitted been previously used? 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? -

ate of examination of Screw Shaft 8 Nov. 17, 41 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft P. and S. rewooded.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light fitted? Yes

did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

he insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

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

le requirements remain to be carried out with the exception of the following:

OW DONE:- Vessel placed in dry dock: propeller, sea connections and out side fastenings examined

nd found in order. Sea Cocks opened up and overhauled. Port and Starboard Tail Shafts drawn.

uxiliary condenser opened up and tested. Fire pumps opened up, overhauled and placed in good

ondition and the two main circulating pumps opened up, overhauled and placed in good condition. No. 2

enerator Engine completely opened up, examined and placed in good condition.

PAIRS:- Starboard stern bush, now found cracked in three places, renewed. The boiler mountings

all boilers opened up and overhauled.

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

The machinery of this Vessel is eligible in my opinion to remain as classed with the record

of M. S. with date being deferred until completion of survey, and T. S. (p. & s.) 11-41.

Survey Fee (per Section 20) \$20.00

Underwriters Fee \$15.00

Special Damage or Repair Fee (if any) \$20.00

(per Section 20.)

Travelling expenses (if chargeable) \$8.00

Committee's Minute

Assigned Deferred

T. S. 11, 41.

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Note sent- SS Lvs. 3 den 10.41.

L.H.  
12/4/42.



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