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

7213

of writing Report 14<sup>th</sup> August 1947 When handed in at Local Office 15<sup>th</sup> August 1947 Port of QUEBEC, P.Q.  
Survey held at Lauzon, Que Date, First Survey 16th July Last Survey 21st July 1947  
on the Machinery of the Wood-Iron or Steel Single Screw M.V. "MAYTHORNE" (No. of Visits 3)

Gross 523 Vessel built at Lauzon, Que. By whom Geo. T. Davie & Sons Limited Year. Month.  
Net 254 Engines made at Oakland, California By whom Atlas Imperial Diesel When 1946  
Boilers, when made (Main) (Donkey) Eng. Co.  
Owners Steel & Laminated Wood Products Owners' Address  
Ltd. (if not already recorded in Appendix to Register Book.)  
Managers Port Quebec Voyage  
If Surveyed Afloat or in Dry Dock Marine Slip, Lauzon.  
(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) Docking & T.S.  
Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.  
cases where the Surveyor has not made a special damage report he is required to state whether he has his services for this purpose, and why they were declined  
damage report made by anyone else? If so, by whom?  
Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Donkey Under steam  
not done, state for what reasons?

Parts of the Boilers could not be thus thoroughly examined?  
Special means, in the absence of internal examination, were adopted by the  
to assure himself of the thorough efficiency of those parts of each Boiler?

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

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

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

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

Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

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

Shaft now been drawn and examined? Yes Is it fitted with continuous liner? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Shaft now been changed? If so, state reasons.

Shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Examination of Screw Shaft 17-7-47 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 25 thoris

Parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?

Surveyor examine the generators, motors, switchgear, cables and fuses?

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

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

one:- Vessel placed in dry dock, propeller & fastenings, sterntube (drawn) & fastenings, also sea connections, gratings & their fastenings opened up, cleaned, examined, found or placed in good order.

Tailshaft drawn, key removed, examined & closed in good order

Oil gland removed, cleaned, examined, found or placed in good order.

Wear & Tear:- Screw shaft also intermediate shaft tried for truth in lathe & found correct.

Propeller refitted & back faced for oil gland.

Stern nut renewed. Oil glands faces ground.

Zinc plates renewed around stern gear.

Intermediate shaft bearing remetalled.

Observations, Opinion, and Recommendation:- The Machinery of this Vessel is in good

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.E.M.S. 9,11, & L.M.C. 9,11, or

LM C 140 lb., F.D., &c.) CS 3,34,

tion and eligible in my opinion to remain as at present classed (Contemplated) in the Register

without fresh record of Survey and have notation T.S. (O.G.) 7.46.

per Section 29) T.S. \$ 15:00 : Fees applied for Aug 22 1947

Page or Repair Fee (if any) \$ : : Received by me, 19

expenses (if chargeable) \$ 4:50 :  
Attorney's Minute, FRI 9 APR 1948  
ed For units see J.E. Rpt



Percut shaft examined.

It is submitted that this  
seal is eligible to remain  
as **CLASSED.** S. 7. 47.

*L.L.*  
3/3/88.



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