

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

mab Rpt.
No. 7213

(Received at London Office)
 of writing Report 14th August 1947 When handed in at Local Office 15th 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 When 1946
 Net 254 Engines made at Oakland, California By whom Atlas Imperial Diesel When
 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. Particulars of Classification (which must be inserted
 (State name of Dock.) precisely as in Register Book & Supplements).

Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) Docking & T.S.

Surveys, when held, must be reported in detail and seriatim 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 declined his services for this purpose, and why they were declined. --

special 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

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
100A1		
"With Freeboard" (Class Contemplated)		

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 Surveyor 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

How 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? Yes

Distance of 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
 Is electric light and/or power fitted? ?

Surveyor examine the generators, motors, switchgear, cables and fuses? Is insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Complete.

Remarks:- Vessel placed in dry dock, propeller & fastenings, stern tube (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.

Remarks 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 order.

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

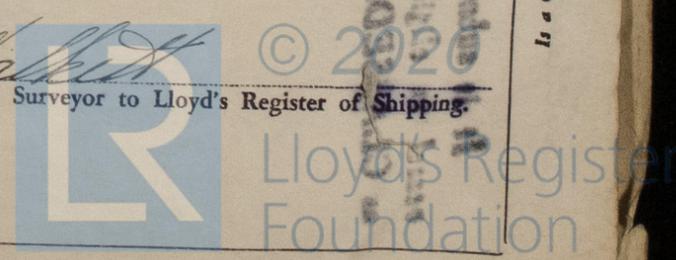
Classification and eligible in my opinion to remain as at present classed (Contemplated) in the Register without fresh record of Survey and have notation T.S. (O.G.) 7.46.

per Section 29) T.S. \$ 15.00 : Fees applied for Aug 22 1947
 Damage or Repair Fee (if any) \$: :
 (per Section 29.)
 Expenses (if chargeable) \$ 4.50 : Received by me, J. Sakitt
 19 _____ Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute, FRI. 9 APR 1948
 For details see J.E. Rpt.

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

Is a Certificate required? If so, to be sent to _____



Pew shaft examined

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

L.S.
3/3/48.



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