

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

(Received at London Office)

Date of writing Report 25th June, 1940. When handed in at Local Office 19 Port of Tallinn

No. in Reg. Book 17893 Survey held at Tallinn Date, First Survey 15th June, Last Survey 22nd June, 1940. (No. of Visits 3)

28942 on the Machinery of the ~~Wood, Iron or Steel~~ Screw Steamer "MAIA"

Gross Tonnage 1932 Vessel built at Chicago By whom Chicago S. P. Co. When 1917. 6mo

Net Tonnage 1116 Engines made at Lorain, O By whom American S. P. Co. When 1917.

Nominal Horse Power 271 Boilers, when made (Main) 1917. (Donkey)

of Main Boilers 2 Owners Kasnu Laava-Omanicud. Owners' Address Port Kasnu. Voyage

of Donkey Boilers Managers O. Friedemann. (if not already recorded in Appendix to Register Book.)

Main Boilers 180 If Surveyed Afloat or in Dry Dock Afloat. (State name of Dock.)

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

Previous Report No. 642 Port Tln.

Particulars of Examination and Repairs (if any) Annual B.S.

Periodical Surveys, when held, must be reported in detail and seriatim 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 details 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.

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

Was a damage report made by anyone else? If so, by whom?

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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

If this was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

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?

What is the latest date of internal examination of each boiler? Harboard - 15. VI, Port - 18. VI.

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes. To what pressure were they afterwards adjusted under steam? 180 lbs. per sq. inch.

Did the Surveyor examine the Safety Valves of Donkey Boiler? 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 Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? Yes. and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? Yes. and of the Donkey Boilers?

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

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

Has the 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?

What is the date of examination of Screw Shaft? State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

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

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

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

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

Now done:- The boilers examined in- and externally with safety valves and mountings, and their safety valves adjusted under steam as above.

General Observations, Opinion, and Recommendation:— The boilers of this vessel are eligible

(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.)

in my opinion to remain as classed and to have a fresh record of survey

B.S. 6,40.

Survey Fee (per Section 29) £90: - : - Fees applied for 20. VI. 1940.

Special Damage or Repair Fee (if any) (per Section 29) £ - : - Received by me, 20. VI. 1940.

Travelling expenses (if chargeable) £ - : -

Committee's Minute Assigned note

Record: No later survey reported

20. VI. 1940

22 AUG 1941

TUES, 14 MAR 1944

Lloyd's Register

FOUNDATION

OMIT CLASS ON RE-PRINT.

007722-007730-0251

2020

P. Genel

Surveyor to Lloyd's Register of Shipping.

Is a Certificate required? If so, to be sent to Tallinn Office.

DISCLOSED

28942

BS due 6.40 held.

It is submitted that
this vessel is eligible for
THE RECORD. BS 6.40.

L.Y.
28/8/40.



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Foundation