

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 31 OCT 1945)

Date of writing Report 30th Oct 1945 When handed in at Local Office 31 OCT 1945 Port of LONDON

No. in Survey held at LONDON Date First Survey 14th Oct Last Survey 25th Oct 1945 (No. of Visits 2)

1321 on the Machinery of the Wood, Iron or Steel S.S. M.V. "MUDDO"

Gross Tonnage 218 Vessel built at Forthol By whom N.V. Schips. "Forthol" When 1930  
 Net Tonnage 130 Engines made at By whom Affingedammer (Sams) When 1930  
 Nominal Horse Power Boilers, when made (Main) (Donkey)  
 No. of Main Boilers Owners D. Deest Owners' Address  
 No. of Donkey Boilers Managers (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock Rochester Buoy Port Groningen Voyage  
 in Donkey Boilers (State name of Deck.)

Last Report No. Port

Particulars of Examination and Repairs (if any) Machinery repairs

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause 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 besides 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.

In 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?

Donkey " " " " " " " " " " " "

If not, 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?

State latest date of internal examination of each boiler. Present condition of funnel(s)

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

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

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

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

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

Has the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed? If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the stern bush. Is electric light and/or power fitted? If so, 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? Engine parts, when referred to by numbers, should be counted from forward.

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

now done:- Complete set of timing wheels for scavenge pump and camshaft now fitted  
 The Crown wheel & pinion wheels for clutch examined. A new complete set of wheels are now on board, but when the Crown wheel was fitted it was found that it had been bored out slightly to big and could not be used. The Old Crown wheel & pinion wheels were found to be slightly damaged on top of teeth and these wheels were dressed up and refitted. On completion engine tried under working condition and found in order.  
 A new Crown wheel has now been ordered and Owners state that when this has been received, they will fit the complete set of gear wheels for the clutch.

General Observations, Opinion, and Recommendation: The machinery of this vessel as now seen

(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, BS 9,11, B&MS 9,11, LMC 9,11 or LMC 140 lb., FD, &c.)

is in good & safe working condition and is eligible in my opinion to remain as classed without fresh record of survey, subject to the clutch gear being renewed at the first opportunity.

Survey Fee (per Section 29) £ : : Fees applied for 31 OCT 1945

Special Damage or Repair Fee (if any) 2nd £ 4 : 40 Received by me, J. J. Nicholas

Travelling expenses (if chargeable) £ : : 19 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 23 NOV 1945

Assigned As now subject

Dutch Vessel



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

is a Certificate required? If so, to be sent to