pt. 9.

No. 112691

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

(Received at London Office 20 APR 1945)

Date of writing Report 5-4-1945 When handed in at Local Office 20 APR 1945 Port of Ipswich

No. in Reg. Book. 417 Survey held at Kings Lynn + Lowestoft Date. First Survey 7th Jan Last Survey 5-4-1945 (No. of Visits 5)

on the Machinery of the ~~Wood, Iron or~~ Steel m.v. "MUDO"

Tonnage { Gross 218 / Net 130

Nominal Horse Power

No. of Main Boilers

No. of Donkey Boilers

Steam Pressure— in Main Boilers / in Donkey Boilers

Vessel built at Foxhol By whom N.V. Schps "Foxhol" When Year. Month. 1930

Engines made at By whom Appingedammer Bronsmotorenfl N.V. When

Boilers, when made (Main) (Donkey)

Owners D. Dosh Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port Groningen Voyage

If Surveyed Afloat or in Dry Dock Both (State name of Dock.)

Last Report No. Port

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

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)
Examined L.R.		5, 43
Docking 11, 44		T.S. 11, 44
		Oil eng.

Particulars of Examination and Repairs (if any) Gen. Ex., Dkg., + S.R.L.

Periodical Surveys, when held, must be reported in detail and seriatim 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. 14-15-V-45.

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

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

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

" " Donkey " " "

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?

ate latest date of internal examination of each boiler Present condition of funnel(s) Satisfactory

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

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

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

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

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

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

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

approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the n bush close fit Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

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

Engine parts, when referred to by numbers, should be counted from forward.

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

Work done:- Vessel placed in drydock, propeller, after end of stern tube and outside fastenings of sea connections examined.

Examined all main engine cylinders, covers, pistons, valves and valve gears, connecting rods, gudgeon pins, bushes, bottom end bearings, main bearings, crankshaft journals and crankpins, scavenge blowers, attached pumps and holding down bolts & all found or placed in efficient condition.

Repairs due to W + T:- Main engine removed ashore and opened out in its entirety, crankshaft placed in lathe and tested for truth, all main bearing and nos 1 + 2 bottom end bearing metal found loose or cracked and now renewed, piston rings renewed where necessary and other minor repairs effected.

P.T.O.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as now seen, is in a safe working condition and eligible in our opinion to have fresh record of Examined L.R. 3, 45 (12 months) when the clutch gearing has been renewed as previously recommended.

(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 CS 3,34, 140 lb., FD, &c.)

Survey Fee (per Section 29) £ 10 : 10 : -

Special Damage or Repair Fee (if any) (per Section 29.) £ : :

Travelling expenses (if chargeable) £ : :

Fees applied for 20 APR 1945 19

Received by me, 19

F. E. Turpie + Joyrell.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 15 MAY 1945

Assigned As now subject

W1035-0115

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

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

OT TO WRITE ACROSS THIS MARGIN.

S.R. List Clutch gear The new gearing did not arrive for fitting at this port (see letter attached).

Examined clutch gearing completely opened out. Brown & Star wheels dressed up and clutch plates renewed on account of same being found slack in housing keys.

The gearing is considered satisfactory meantime but requires renewal as previously recommended.

Electrical Installation Generally examined and megger-tested with satisfactory results.

On completion of foregoing repairs the main and auxiliary machinery was examined under working conditions found satisfactory.

F. Dupre & Jaynell.