

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

(Received at London Office 17 NOV 1944)

Date of writing Report 16/11/44 1944 When handed in at Local Office 16/11/44 1944 Port of WEST HARTLEPOOL

Survey held at WEST HARTLEPOOL Date, First Survey 6/11/44 Last Survey 11/11/44 (No. of Visits 3)

on the Machinery of the Wood, Iron or Steel MY MUDO

Gross 218 Net 130 Vessel built at Foschole By whom H.V. Schips "Foschole" When 1930
 Engines made at By whom H. J. J. G. van der Meer "Donkey" When 1930
 Boilers, when made (Main) Owners P. Post. Owners' Address Port Lyngengen Voyage
 Managers If Surveyed Afloat or in Dry Dock Victoria St. 5, St. James St. D.

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 allowed now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
EXAMINED L.R. 5.43 8.44.		T.S. N. 5.43.

Particulars of Examination and Repairs (if any) Damage

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 names 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 Yes. Not required

Is a damage report made by anyone else? If so, by whom? Yes. Mr. Sweeney

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

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

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 was the latest date of internal examination of each boiler? Present condition of funnel(s) Good

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

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? , 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? 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.

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 was the date of examination of Screw Shaft 11-11-44. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Good

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? -

Is the Survey complete? Survey complete.

It is stated that this vessel sustained damage through striking a submerged object on 2nd November 1944 whilst on voyage from Ipswich to Lyngengen.

Damage done: Propeller - outer end of stern bush - screw shaft & fastenings of sea connections examined

3 blades of solid bronze four bladed propeller found clipped - and one blade bent aft about 2 1/2". Propeller sent to makers for repair - and solid cast iron three bladed propeller fitted. Screw shaft tried in lathe for truth.

After special repairs list, nothing was done to the clutch gearing at this time. The spare parts have not yet been received, it is stated that the clutch is working satisfactorily.

General Observations, Opinion, and Recommendation: - The machinery of this vessel is in good condition and eligible - in my opinion - to remain as classed without fresh record, subject to the clutch gearing being renewed.

Note. Screw shaft seen 11-11-44. LICENCE CASE

Survey Fee (per Section 29) £ : : Fees applied for 16/11/44

Special Damage or Repair Fee (if any) (per Section 29.) £ 3 3 : 0 Received by me, 19

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

Committee's Minute TUES. 12 DEC 1944

Assigned AS now, subject S 11.44

W1035-0119



WRITE ACROSS THIS MARGIN.

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

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