

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

(Received at London Office)

Date of writing Report

When handed in at Local Office

30. 8.

10 44 Port of

WILLINGTON QUAY / TYNE

in Book.

Survey held at

Date. First Survey

Last Survey

417 on the Machinery of the

M/V MUPO.

No. of Visits 201 (ELEC)

Age Gross 218
Net 130

Vessel built at Foxhol

By whom N.V. Schips Foxhol

When 1930

Mineral
Power

Engines made at Appingedammer

By whom Appingedammer Bros

When 1930

Main Boilers

Boilers, when made (Main)

(Donkey)

Donkey Boilers

Owners P. Post

Owners' Address

(if not already recorded in Appendix to Register Book.)

Pressure

Managers

Port Groningen

Voyage

Main Boilers

If Surveyed Afloat or in Dry Dock Clelands Quay

(State name of Dock.)

Slipway

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

CHARACTER. Date of last Survey and of Periodical Surveys.	Years elapsed since last survey.	Machinery and Boiler Surveys (including date of N.B. if any).
Examined LR 5.43		TS: N. 5.43.
5.43.		
		Oil Engs.

Report No. Port

Particulars of Examination and Repairs (if any) Docking: Gen. Ex.

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 details 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.

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.

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

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

Donkey

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?

latest date of internal examination of each boiler

Present condition of funnel Efficient

he Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

he Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

and of the Donkey Boilers?

he Surveyor examine the drain plugs of the Main Boilers?

and of the Donkey Boilers?

he Surveyor examine all the mountings of the Main Boilers?

and of the Donkey Boilers?

he screw shaft now been drawn and examined? No

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

shaft now been changed? No

If so, state reasons

the shaft now fitted been previously used? Yes

Has it a continuous liner? Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

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

1000

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

Is electric light and/or power fitted

Yes

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

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

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

Complete

Docking: Vessel placed on slipway. Examined propeller, sea connections & their outside fastenings. All found satisfactory.
General Examination: The 3 cylinders lifted for rejoining: evidence of grit seen on liners, pistons, & in scavenge spaces. Recommended that engine be opened up for further examination.
Now Done: All cylinders, cylinder heads, pistons, valves, valve gears, connecting rods, gudgeon pins & bushes, bottom ends, crankshaft journals, crankpins, scavenge blowers, holding down bolts, examined & placed in good order.

P.T.O.

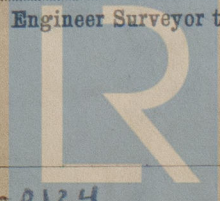
General Observations, Opinion, and Recommendation:— The Machinery of this vessel (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the 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.)

so far as now seen, is in a safe working condition & eligible in my opinion, to remain as classed, and to have the fresh record of General Examination 8.44 (12th) subject to the crown wheels & star pinions in clutch gear being renewed before the end of Oct 1944.

Survey Fee (per Section 29) £ : :
Special Damage or Repair Fee (if any) £ 5 : 5 : 0
(per Section 29.)
License Fee No 7407 £ : :
Travelling expenses (if chargeable) £ : :

Fees applied for
1 SEP 1944
Received by me,
19

J. H. Walker, Assistant
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

Committee's Minute

Assigned

It is now subd

W1035-0124

Repairs

Crankshaft lifted, all main bearing metal renewed, (Found crack or loose) shaft bedded in, clock gauged & placed in good order.

Piston rings renewed as necessary.

Cylinders & heads, removed cleaned, tested & found sound.

Gudgeon pins & bushes adjusted.

No 2. Bottom end bearing metal renewed.

Crankcase thoroughly cleaned out.

Forward Winch (For driving windlass) examined & placed in good order. Minor repairs carried out.

All 3. Starting air receivers opened out, examined & found in satisfactory condition.

S.R.L. Clutch Gear.

New crown wheels & star pinions have not arrived for fitting in this port.

Gear was dismantled & further examined. New pins fitted through star pinions & a thin sleeve round shaft ball-race.

Crown wheels & star pinions require renewal as previously recommended.

Main Engines & Auxiliaries tested under working conditions alongside the Quay, & on the river & found satisfactory.

J.W. Walker.

Electrical Installation.

Generator 2TKW 24 Volt.

The Installation, Dynamo, batteries and fittings were examined, tested, and found satisfactory.
Insulation resistance was good.

G.A. Diment.

A general examination held.
Crankshaft lifted & re-bedded.
Clutch gear examined & further repaired.

It is submitted that

this work is of great value to the RECORD. Examined 8.4.44

July 1944 - Clutch gear being renewed before end of 1944.

Part-ck record shown

as withheld meanwhile

L.F.

19/9/44



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