

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

(Received at London Office)

Date of writing Report 9.5.1944 When handed in at Local Office 9.5.1944 Port of Aberdeen  
 Survey held at Aberdeen Date. First Survey 3.5 Last Survey 7.5.1944  
 (No. of Visits 3)

351 on the Machinery of the Wood, Iron or Steel m/v "Mudo"  
 Gross 218 Vessel built at Loxhol By whom N.V. Schips Loxhol Year. Month. 1930  
 Net 130 Engines made at By whom Offingedammer Boms When 1930  
Motorenfab. N.V.  
 Nominal Horse Power of Main Boilers Boilers, when made (Main) (Donkey) Donkey  
 Owners D. Post Owners' Address Port Groningen Voyage Voyage  
 of Donkey Boilers Managers  
 Steam Pressure of Main Boilers Surveyed Afloat or in Dry Dock Victoria Dock  
 of Donkey Boilers (State name of Dock.)

Previous Report No. 21331 Port Aberdeen

Particulars of Examination and Repairs (if any) Mech. Repairs  
 Periodical Surveys, when held, must be reported in detail and serialim 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.

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		T.S. 15.43
5.43		
5.43		

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 " " " " " "

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?

Present condition of funnel(s) Efficient

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? No Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? Yes

Has the 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? Yes 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

Work Done: It was found that No 2 cylinder head was overheating after three or four hours running. On further examination it was found that the cylinder supplied & fitted in 1943 was defective. The air cooling passage from the lower was choked, through the core when casting having fallen in. A new cylinder has now been supplied & fitted & the machinery examined under working conditions & found satisfactory.  
Old cylinder Stamped LLOYDS. No 5426. Jacket test 50 lbs. cyl. test 1000 lbs. 23.5.43 J.C.K.  
New cylinder Stamped B.C. 5684 C.P. 15.4.44. Cyl. test 1000 lbs. jacket test 50 lbs.

General Observations, Opinion, and Recommendation: The machinery of this vessel is now in  
 (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.)

good safe working condition & eligible in my opinion to remain as now classed without fresh record of survey. Subject to the crown wheels & star unions being renewed before the end of October 1944

Survey Fee (per Section 29) Mech. Reps. £ 3 : 3 : 0  
 Special Damage or Repair Fee (if any) £ : :  
 Travelling expenses (if chargeable) £ : :  
 Committee's Minute

Fees applied for 9.5.1944  
 Received by me, 19

E. E. E. E. E.  
 Engineer Surveyor to Lloyd's Register of Shipping.

Assigned Subject

Rep. No. 13, 6, 44

W1035-0125



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

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

Cylinder renewed

It is authorized that  
this patent be eligible to  
remain in effect.

Articles renewal of  
Clutch pairing before  
end of 10-44

16. 10-44,  
Held on March 3,  
4-44,

DA

16/5/44



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