

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

(Received at London Office)

Date of writing Report... 7.5.1944 When handed in at Local Office... 7.5.1944 Port of Aberdeen
 To, in Survey held at Aberdeen Date. First Survey... 3.5 Last Survey... 7.5.1944
 Book. (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 M. V. Schips Loxhol Year. Month.
 Net 130 Engines made at ✓ By whom Offingedammer Boms When 1930
 Nominal Power ✓ Boilers, when made (Main) ✓ (Donkey) ✓ When 1930
 of Main Boilers ✓ Owners D. Dost Owners' Address ✓
 of Donkey Boilers ✓ Managers ✓ (if not already recorded in Appendix to Register Book.)
 Steam Pressure ✓ Port Groningen Voyage ✓
 in Main Boilers ✓ ✓ Surveyed Afloat or in Dry Dock Victoria Dock
 in Donkey Boilers ✓ (State name of Dock.)

st Report No. 21331 Port AberdeenParticulars of Examination and Repairs (if any) Mchy. 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.

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 ✓

Is 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 " " " ✓

Did 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? ✓

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? ✓

Is an approved oil retaining appliance fitted at the after end? ✓

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

tern 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

Low 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 tower 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:

(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) Mchy. Reps. £ 3 : 3 : 0 Fees applied for 9.5.1944
 Special Damage or Repair Fee (if any) £ : : Received by me, 19
 Travelling expenses (if chargeable) £ : :

Committee's Minute

Signed

FRI. 19 MAY 1944

Rpt. Rec. 13, 6, 44

W1035-0125

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



Lloyd's Register
 Foundation

Acquiescence renewed

It is authorized that
this record be eligible to
remain in the file

Abstract renewal of
clutch pairing before
end of 10-44

96. 10-44,
Held on 10-44,
4-44,

SA
16/5/44



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