

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

(Received at London Office)

Port of Aberdeen

Date of writing Report... 12-4-1944. When handed in at Local Office... 12-4-1944.

Survey held at Aberdeen Date. First Survey 24-2 Last Survey 12-4-1944
(No. of visits... 14)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. 1930
 Net 130 Engines made at ✓ By whom Lippingsdammer Broom When 1930
 nominal ✓ Boilers, when made (Main) ✓ (Donkey) ✓
 se Power ✓ Owners D. Dosi Owners' Address ✓
 of Main Boilers ✓ (if not already recorded in Appendix to Register Book.)
 of Donkey Boilers ✓ Managers ✓ Port Greenwich Voyage ✓
 m Pressure ✓ Main Boilers ✓ If Surveyed Afloat or in Dry Dock Comm. Quay
 Donkey Boilers ✓ (State name of Dock.)

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

Report No. PortParticulars of Examination and Repairs (if any) Mchy & Damage

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, 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 Not required

a damage report made by anyone else? If so, by whom? No

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? ✓

at 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? ✓

the latest date of internal examination of each boiler ✓

Present condition of funnel(s) ✓

the Surveyor examine the Safety Valves of the Main Boilers? ✓

To what pressure were they afterwards adjusted under steam? ✓

the Surveyor examine the Safety Valves of the Donkey Boilers? ✓

To what pressure were they afterwards adjusted under steam? ✓

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

and of the Donkey Boilers? ✓

the Surveyor examine the drain plugs of the Main Boilers? ✓

and of the Donkey Boilers? ✓

the Surveyor examine all the mountings of the Main Boilers? ✓

and of the Donkey Boilers? ✓

screw shaft now been drawn and examined? No

Has it a continuous liner? ✓

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

shaft now been changed? ✓ If so, state reasons ✓

Has the shaft now fitted been previously used? ✓

Has it a continuous liner? ✓

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

State date of examination of Screw Shaft ✓

State the wear down in the

ern bush ✓

Is electric light and/or power fitted? Yes

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

the 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.

the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete for damage, stated have been sustained through unknown causes, whilst on a voyage Greenock to London for further particulars see Extract of Log attached.

Found: Main engine. All bearings in crankshaft, metal broken & in crankpins.

Done: All cylinders, cylinder heads, pistons, valves & valve gearing, connecting rods, judger pins & bushes, crankshaft journals, crankpins, combined clutch & reversing gear.

Attached pumps (cooling & bilge) fuel oil pumps, Port & Starb fuel storage tanks, examined.

Repairs: Crankshaft lifted, all bearing metal renewed, shaft bedded & clocked & placed in good order. All piston rings renewed. Reversing clutch, both crown wheels & 4 star pinions

thly chipped & case hardening worn through. Crown wheels & pinions dressed up & adjusted.

Compressor completely overhauled & adjusted. Aux. engine overhauled. 12 Volt dynamo

as now been replaced by a new dynamo Makers Hugh Falcon & Co Belfast Ltd No 48367

nd rating 1200 R.P.M. 25/32 Volts 40 Amps. 1.28 K.V. 4 New storage batteries Type 3 FMFR 13.

charging rate 18 Amps. A limitation letter & sent to Owners. Copy attached.

General Observations, Opinion, and Recommendation: The machinery of this vessel, is now in good safe

(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., PD, &c.)

CS 3,34,

working condition & eligible in my opinion to remain as now classed without further record of survey. Subject to both crown wheels & star pinions in reversing clutch being renewed before the end of October 1944.

Survey Fee (per Section 29) £ : : Fees applied for 12-4-1944
 LICENCE CASE
 Special Damage & Repair Fee (if any) £ 7 : 7 : 0
 (per Section 29.)
 Travelling expenses (if chargeable) £ : :
 Received by me, 19

Committee's Minute

assigned

FRI, 28 APR 1944

Is now subject (R.R.)

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

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Damages - cause not stated
Machinery examined, Spans
renewed, main bearings retailed
Temporary repairs to worn clutch
Scoring

It is suggested that
this record be attached to
remains as needed

subject to the Clutch
Scoring being renewed
before end of 1944.

Lt. Col. S. H. The
present survey
will suffice.
The surveyor should state
the number of air
receivers in the vessel

BA
25/4/44



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