

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

(Received at London Office _____)

Date of writing Report 18th May 19 48 When handed in at Local Office _____ 19 _____
No. in Survey held at Kingston, Jamaica, B.W.I. Port of KINGSTON, JAMAICA, B.W.I.
Book 693 Date, First Survey 7/11/46 Last Survey 17/5/ 19 48
on the Machinery of the Wood, Iron or Steel M.V. "MARVAL" ex YACHT "CHELSEA" (No. of Visits Fifty)

Gross 280 05 2 1/2 Vessel built at Troon By whom Ailsa Shipbuilding Co. Ltd. Year. Month. _____
Net 80 Engines made at Troon When 1926
Boilers, when made (Main) Atlas Diesel 1 1/2 By whom Ailsa Shipbuilding Co. When 1926
Owners Royal B. Bodden (Donkey)
Managers Cayman Islands Company Ltd. Owners' Address Georgetown, Grand Cayman
If Surveyed Afloat or in Dry Dock Both Belmont Slip Dock Port Georgetown Voyage _____
(State name of Dock.)

Report No. _____ Port _____

Particulars of Examination and Repairs (if any)

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

Where the Surveyor has not made a special damage report he is required to state whether he has offered his services for this purpose, and why they were declined.

Has 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? _____

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

Where was not done, state for what reasons? _____

Were any 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? _____

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 propeller shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has the propeller shaft now been changed? _____ If so, state reasons _____

Has the propeller 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 is the latest date of examination of Screw Shaft? 26/2/47 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft _____

Are the line 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? Yes

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

Where the insulation is not complete, state what arrangements have been made for its completion and what remains to be done _____

A request was received from the Owners to have the machinery reclassified and on examination on 28th December 1946 and subsequent dates the machinery was completely opened out for survey and parts were found or put in good order. STARBOARD MAIN ENGINE:- Connecting rods marked 2157. Compressor connecting rods 2162 and 2161. Thrust shaft Lloyd's N5022 S.K.M. 11.4.19. First intermediate shaft Lloyd's No. 1367 D.C.B. 16.2.26. Crank shaft webs Lloyd's N1900 S.K.M. 16.8.18. All were examined and found in good order. No marks were found on the cylinders or cylinder covers.

PORT MAIN ENGINE:- Cylinder covers marked Lloyd's Test 4 K.G. A.I. 9.10.29. Cylinders Nos. 1, 2, Lloyd's Test 80 Kg. A.I. 16.12.25. No. 4 Lloyd's Test 80 Kg. A.I. 9.10.29. Compressor cylinders 1 and 2 marked Lloyd's Test 20 A.I. 16.12.25. Compressor section of crank shaft marked Lloyd's 147 A.I. 5.9.25. No further markings were found on this engine. All parts were examined and found in good order.

1 Observations, Opinion, and Recommendation:-
Where any 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.)

The record of L.M.C. 5.48 be made in the Register Book in the case of this vessel.

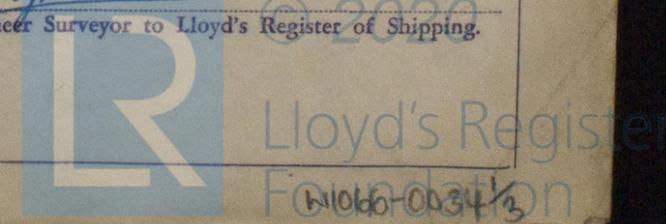
Per Section 29) £ : : Fees applied for
Repair Fee (if any) £31 : 10 : 0 18/5/19 48
Per Section 29.) Received by me,
Expenses (if chargeable) £ : : 18/5/19 48

Edward Watson
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute _____
Date _____
Having a _____

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+ LMC 5.48

5247. CERTIFICATE WRITTEN



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

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

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and they were found or put in good order. (See repairs effected). GENERATOR:- Engine six cylinders diesel manufactured by Buda Company, Harvey, Illinois, U.S.A. Model 6D 117 1050 Revs., Bore 3-5/8", stroke 5-1/8", serial No. 8962. Generator made by Crompton Parkinson Ltd., (England) Guiseley and Chelmsford 1935, 17.5 K.W., 110 volts, rating compound No. F102 A2811, D.C., 1050 Revs, 100 amps. (continuous rating). The generator and engine were examined complete and all parts were found or put in good order. (See repairs effected) TWO GENERAL SERVICE PUMPS:- Located at the after end of the engine room on the starboard side dual reciprocating worked by electric motors with worm and gear drive. All parts examined and found in good order. SEA WATER PUMP:- One located at the after end of the engine room on the starboard side - dual reciprocating and worked by an electric motor with worm and gear drive. All parts examined and found in good order. FRESH WATER PUMP:- One at the after end of the engine room on the port side - dual reciprocating worked by an electric motor with worm and gear drive. All parts examined and found in good order. AUXILIARY ENGINE:- Gardner two cylinder, driving an auxiliary air compressor and a generator, crank shaft marked Lloyd's 18 9/11/25. all parts examined and found or put in good order. (See repairs effected). AIR COMPRESSOR:- Made by G. & J. Weir, Ltd., Cathcart, Glasgow in 1926, No. 79985. All parts examined and found or put in good order. (See repairs effected). GENERATOR:- Made by Crompton & Company Ltd., 16 K.W., 110 Volts 145 Amps. 450 R.P.M., compound wound, continuous rating, No. 135435. Examined and found in good order. AIR RECEIVERS:- Starboard Receiver marked No. 5354 Lloyd's Test 26. AI 29.1.26., W.P. 13. Port Receiver No.5351 Lloyd's Test 26. W.P. 13., AI. 16.12.25. Port Blast Air Receiver Avesta 38887 Sweden. PR TR. 140 Kg. ARB. TR. 70 Kg. 23.1.26. No. 5357 Lloyd's Test 140 W.P. 70 Kg. AI 29.1.26. Starboard Blast Air Receiver:- Avesta 38886 Sweden PR. T.R. 140 Kg. ARB. TR 70 Kg. 23. 1.26 No. 5353 Lloyd's Test 140 W.P. 70 AI. 29.1.26. Starboard Blast Air Bottle:- Avesta 38546 PR. TR 140 Kg. AR.TR. 70 Kg. No. 5355 Lloyd's Test 140 W.P. 70 AI 16.12.25. Port Blast Air Bottle:- No. 5352 Lloyd's Test 140 W.P. 70 Kg. Avesta 28690. Sweden PR TR 140 Kg. AR TR 70 Kg. B.- 1942. Examined and found in good order. Auxiliary Air starting receiver Lloyd's test/W.P. 250 12.3.26. 126214. Examined and found in good order. PROPELLERS:- Port Bronze marked J. Stone & Co. Ltd., Deptford 1926, Z3895 L.H. Dia. 5.6'. Pitch 5.9'. Surface 4, 9.28 sq. ft. Starboard bronze marked J. Stone & Co. Ltd., Deptford 1926, Z3894, R.H. Dia. 5.6'. Pitch 5.9' Surface 4,9.28 Sq. ft. Examined and found in good order. TAIL SHAFTS:- Drawn 26/2/47 and examined and found in good order. Fitted with continuous liners. REPAIRS EFFECTED:- Port Main Engine:- Bottom halves of Nos. 3 and 4 main bearings remetalled. Nos. 1 and 3 gudgeon pins renewed. Nos. 1, 2 and 4 gudgeon pin bearings renewed. Nos. 1 and 2 compressor gudgeon pins renewed. One additional piston ring groove cut in all main pistons. Two new rings fitted to each piston. Starboard Main Engine:- One additional piston ring groove cut in all main pistons and two new rings fitted to each piston. Generator Engine:- Ridges removed from the tops of all cylinder liners. All piston rings renewed. One intake valve renewed. Remainder of valves ground in. Auxiliary Engine:- Gudgeon pins and bushes renewed. Piston rings renewed. Auxiliary Compressor:- All suction and delivery valves renewed. First and second stage piston rings renewed. Three new rings fitted to the high stage piston. The following hydrostatic tests were made on the air receivers and they were found to be in good order:- Blast air receivers to 2000 lbs per sq. in. 4/8/47. Blast air bottles to 2000 lbs. per sq.in. 13/8/47. Air Starting Receivers to 500 lbs per sq.in. 15/8/47. Auxiliary Air Starting Receiver to 500 lbs per sq.in. 15/8/47.

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Electric Circuits and Motors:- All circuits and motors Megger tested and all gave readings above 100,000 ohms. Pumping Arrangements:- The pumping arrangements throughout the vessel were examined and they were found to be in good order. Spare Gear:- The spare gear was examined and it was found to be in accordance with the rules. Fire Equipment:- The Engine Room is equipped with seven CO2 extinguishers distributed. Boiler:- The small boiler at the forward end of the Engine Room has been disconnected and it is not in use.

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