

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

(Received at London Office

WFD. 15 AUG. 1923)

Date of writing Report 13 Aug. 1923 When handed in at Local Office 13 August 1923 Port of Nantes

No. in Reg. Book. 66951 Survey held at Saint-Nazaire Date, First Survey 19.5.22 Last Survey 3 August 1923
on the Machinery of the Wood, Iron or Steel "Maryland" (No. of Visits 36)

Tonnage { Gross 5446 Net 3367 Vessel built at Vancouver By whom J. Coughlan & Sons When 1919-3
Registered Horse Power { 577 Engines made at Wellsville N.Y. By whom Kerr Turbine Co. When 1919-3
No. of Main Boilers 3 Boilers, when made (Main) 1919-3 (Donkey)
No. of Donkey Boilers 190lb Owners Cie Generale Transatlantique Port Le Havre Voyage Le Havre
Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock Both St Nazaire
in Donkey Boilers (State name of Dock.)

Last Report No. _____ Port _____
Particulars of Examination and Repairs (if any) SS No 1 and N. Turbine

(Periodical Surveys, when held, must be reported in detail and seriatim 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. H. 29.5.22 E 27.10.22 H 13.11.22 H 16.4.23 H. 9.7.23)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned or Expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1-12-21		+LMC. 3-19 TSCL-1-20

In 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? Yes
Do. " " Donkey " " " " Yes

If this was not done, state for what reasons? _____

And what parts of the Boilers could not be thus thoroughly examined? _____

Also 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?

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 190lb"

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? _____

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boiler? _____

Did the Surveyor examine the drain plugs of the Main Boilers? _____, and of the Donkey Boiler? _____

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? _____

Has screw 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? No.

Has shaft now been changed? No If so, state reasons _____

Has the shaft now fitted new? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Wood in stern bush now renewed.

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete.

Now Done:- The main boilers examined internally and externally - good. Their safety valves and other mountings overhauled & put in good order. Safety valves adjusted under steam to blow off at 190lb" good

Main Engines:- New turbine, made by the C & A de St Nazaire à Penhoët, as per 1st entry report attached hereto, fitted onboard. Star coupling on pinion shaft trued up. Star coupling on rotor shaft renewed - both sleeves for same renewed. Gear casings - covers lifted & gearings examined. Thrust & tunnel shafting opened up & examined. Main condenser tested by water pressure. Air circulating and bilge pumps &c opened up & put in good order. Bilge directing valves & piping examined.

Vessel placed in dry dock:- Propeller shaft drawn in & examined. continuous liner in 3 lengths, joints satisfactory. Wood in stern bush renewed. Propeller good. Sea connections opened up, examined & put in good order. - their fastenings good. P.T.O.

General Observations, Opinion, and Recommendation:- The machinery and boilers of this vessel are now in good condition, eligible in my opinion to be continued as now classed in the Register Book with notation of +LMC. 8/23. T.S.C.L. 8/23 and +N. Turb. 8/23.

Fee (per Section 29) Damage Fees applied for 13/8/1923
Damage or Repair Fee (if any) do £ 4290
Printing Expenses (if chargeable) do £ 1360
Received by me, _____ 19 _____

Committee's Minute _____
Signed _____
+ LMC 8.23
+ N.T. 8.23 } subject

Geo. A. Paring
Engineer Surveyor to Lloyd's Register of Shipping.
FRI. 14 DEC. 1923
TUES. 29 APR 1924
TUES. 16 DEC 1924
TUES. 23 DEC 1924
TUES. 9 JUN 1925
Lloyd's Register Foundation
FRE. 30 MAY 1924

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

W149-0024

s/s. Maryland (Continued)

N° 1326

On completion of these repairs the vessel proceeded to sea for trials on the 3rd August when all worked satisfactorily during a four hour consumption and a one hour full speed trial.

Interim Certificate issued. Copy attached hereto.

G.W.G. Paine
13.8.23

2 approved plans of turbine enclosed herewith.

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

