

COPY.

# Lloyd's Register of Shipping.



Port Sydney, Nova Scotia,

25<sup>TH</sup> October, 1942.

## This is to Certify that

J. H. NAIRN and H. W. R. MARKS

the undersigned Surveyors to this Society did at the request of the Owners' Representative attend on board the steel single screw steamship "MARITIMA" 5801 gross tons of London, to ascertain the nature and extent of the damage (1) to outboard No. 1 generator engine stated sustained due to defect in oil system on 23rd September, 1942, (2) to inboard No. 2 generator engine due to defective oil system on 24th September, 1942, whilst on voyage New York to U.K., loaded, and returning to Sydney, N. S., for repairs, and (3) stated to have been sustained to Forward Starboard Boiler on September 29th, 1942, whilst raising steam at Sydney, Nova Scotia.

For further particulars see log books.

On 26th September, 1942, and subsequently made examination, the vessel in Sydney Harbour, N. S.,

### FOUND

### RECOMMENDED

#### No. 1 Damage      No. 1 Generator Engine

Bottom end brasses run.

Crank pin slightly scored.  
Main bearing journals slightly scored.

New bottom end brasses be fitted and crank pin dressed

Spare top and bottom end and one main bearing brass to supply.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly performed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."



MARITIMA"FOUND

Lubricating oil somewhat dirty and impregnated with bearing metal from B. E. bearing.

RECOMMENDED

Oil system to test and clean and recharge.  
Generator to test to ensure that engine is not overloaded.

No. 2 DamageNo. 2 Generator Engine

Chief Engineer stated that when examined on the 24th September, 1942, found oil pipes displaced and choked and bottom end and main bearings run. Spare bottom end and main bearings were fitted and oil pipes cleaned and refitted. Machine was then tried under working conditions but not found satisfactory, however it was able to be run on DeGause load only until vessel reached Sydney Harbour, N. S.

FOUND

Bottom end brasses run.  
Crank pin slightly scored.  
Main bearing journals slightly scored.

Lubricating oil somewhat dirty and impregnated with bearing metal from B. E. bearing.

RECOMMENDED

New bottom end brasses be fitted and crank pin dress.  
Spare top and bottom end and one main bearing brass to supply.

Oil system to test and clean and recharge.

Generator to test to ensure that engine is not overloaded.

The above two machines were seen working under load and found satisfactory, all repairs having been found in order.

No. 3 DamageStarboard Boiler :

Starboard wing furnace collapsed.  
Port wing furnace depressed approximately  $2\frac{1}{2}$  inches.  
Two low furnaces depressed approximately  $1\frac{1}{2}$  inches.  
Stiffening rings of all four furnaces detached from furnace crown.  
Several defective tubes in each nest leaking.  
Front tube plate and adjacent wrapper plate of Starboard wing combustion chamber wasted in several places near bottom.  
Miscellaneous seams leaking on combustion chamber sides.

Renewal of furnace.  
Jacking furnace to original position.  
Jacking furnace to original position.  
Re-securing rings after furnace replacements and repairs are completed.  
Expanding leaking tubes of each nest.  
Building up tube plate and wrapper plate with electric welding.

Caulking and welding as necessary.



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S.S. "MARITIMA"FOUNDRECOMMENDEDFord Starboard Boiler (continued):

Total of five plain tubes defective.  
Starboard low furnace leaking at front  
end and wasted spots in line of fire-  
bars.

To be renewed.  
To be electric welded  
as necessary.

Internal feed pipe defective.  
Miscellaneous C.C. stays leaking.

To be renewed.  
To be caulked as necessary.

Above repairs carried out as recommended and examined and found satisfactory and boiler afterwards tested under hydraulic pressure of 220 lbs. and found sound and tight.

NOTE: In view of the serious nature of the above repairs found necessary, without sufficient evidence available of any direct cause, it was considered advisable to examine the other boilers and the following repairs were carried out at this time:

Aft Starboard Boiler:

Compensating rings on two furnaces rewelded as necessary.  
Internal feed pipe renewed.

Ford Port Boiler:

Compensating rings on four furnaces part rewelded.

Aft Port Boiler:

Compensating rings on two furnaces part rewelded.  
Seventeen C.C. stays welded.

In view of the above it was considered expedient to reduce the W.P. in all boilers from 200 lbs. to 180 lbs. until such time as the annual boiler survey is held. The safety valves were accordingly adjusted under steam and all boilers found sound and tight at that time.

*Geo. H. Naurin*  
Surveyors to Lloyd's Register.

*for H. Clarke & self.*



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