

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

(Received at London Office)

25 SEP 1944

Writing Report 14th. Sept. 1944 When handed in at Local Office 15th. Sept. 1944 Port of **CARDIFF.**
 Survey held at **CARDIFF.** Date: First Survey 30th. Aug. Last Survey 11th. Sept. 1944
 (No. of Visits 7)

on the Machinery of the ~~Wark, Donkey~~ Steel motor vessel **"MAJA"**

Gross 8181 Vessel built at **Krimpen.** By whom **N.V.C. Vander Giessent & Zonen** Year. Month. 1931 11
 et 4801 Engines made at **Amsterdam.** By whom **Schips. Werkspoor N.V.** When 1931

714 Boilers, when made (Main) **--** (Donkey) 1931

Boilers. -- Owners **Anglo-Saxon Petroleum Co. Ltd.** Owners' Address **--**
 (if not already recorded in Appendix to Register Book.)

Boilers. 2 Managers **--** Port **London.** Voyage **--**

Boilers. 150 lbs. If Surveyed Afloat or in Dry Dock (State name of Dock.)

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

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A1 4,44		* LMC CS 5,39 11,39
SS.N.Yk.No.3-7,43		DBS 4,44 CL P9,41 SN9,41 Oil Engines.
Carrying Petroleum in bulk.		

Port No. Port

Particulars of Examination and Repairs (if any) **C.S. Case.**

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and if 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 made such a report, and why they were declined.

Has a special damage report been made by anyone else? If so, by whom?

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time?

Donkey

State for what reasons

Parts of the Boilers could not be thus thoroughly examined?

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?

Date of internal examination of each boiler

Present condition of funnel(s)

Has the Surveyor examined the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

Has the Surveyor examined the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Has the Surveyor examined the drain plugs of the Main Boilers? and of the Donkey Boilers?

Has the Surveyor examined all the mountings of the Main Boilers? and of the Donkey Boilers?

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

Has the shaft been changed? If so, state reasons

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

Examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted

Has the Surveyor examined the generators, motors, switchgear, cables and fuses?

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

If not complete, state what arrangements have been made for its completion and what remains to be done **C. S. Case.**

one: Examined Port Main Engine:- Nos. 2 and 5 crankpins and bottom end bearings, No. 2 valve gear, No. 5 connecting rod, guide and slides, top end pins and bearings.

Starbd. Main Engine:- Nos. 4 and 6 crankpins and bottom end bearings, No. 3 cylinder liner, head, piston, valves and valve gear.

Starbd. Main Motor Compressor:- HP. MP and LP pistons, cylinders, crankpin and bearing, top end pins and bearings, connecting rod.

Starting Air Reservoirs:- No. 2 (port aft) and No. 4 (starbd. aft) examined internally with mountings.

Observations, Opinion, and Recommendation:- The machinery of this vessel as now seen is in good condition and eligible in my opinion to remain as classed with fresh record of * LMC CS

(date) when survey has been completed.

per Section 29) £ 31-1-7 Fees applied for

Age or Repair Fee (if any) £ - - - Received by me, 19

expenses (if chargeable) £ - - - 19

Committee's Minute

ed

7.43

LICENCE CASE.

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W252-5009

S. R. List:

Stated carried out in New York and now working satisfactorily.
See also Bristol Report No. 15911.

Repairs - Wear and Tear:

No. 3 starboard liner, piston, and head renewed, liner & piston worn and head cracked. Starboard main motor compressor all piston rings renewed. No. 5 port top end bearings renewed. No. 2 port and No. 3 starboard valve gear dismantled, shafts built up where worn and cams refitted.

CONFIRMED
TO
SURVEY

G. S. Case.

Examined Port Main Engine: Nos. 2 and 3 crankpins and bottom end bearings, No. 2 valve gear, No. 2 connecting rod, guide and slides, top end pins and bearings.
Starboard Main Engine: Nos. 4 and 5 crankpins and bottom end bearings, No. 3 cylinder liner, head, piston, valves and valve gear.
Starboard Main Motor Compressor: HP, MP and LP pistons, cylinders, crankpin and bearing, top end pins and bearings, connecting rod.

Starboard Air Reservoirs:

No. 2 (port etc) and No. 4 (starboard etc) examined internally with mountings.
The machinery of this vessel as now seen is

in good condition and eligible in my opinion to remain as classed with fresh record of 10,000 G.T. (with date) when survey has been completed.

CS. advanced

It is submitted that this vessel is eligible for fresh RECORD of Survey CS 7.4.3. for the old engine

Reb 26/9/44

CS 7.3.0.0

Note pumping array to examine to complete cycle. Reb

