

REPORT 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 ~~Wood, Iron~~ Steel motor vessel "**MAJA**"

Gross 8181 Vessel built at **Krimpen.** By whom **N.V.C. Vander Glessent & Zonen** When 1931 11
 Net 4801 Engines made at **Amsterdam.** By whom **Schps. Werkspoor N.V.** When 1931
 714 Boilers, when made (Main) **--** (Donkey) 1931
 Owners **Anglo-Saxon Petroleum Co. Ltd.** Owners' Address **--**
 Managers **--** Port **London.** Voyage **--**
 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 GL P9,41 SN9,41 Oil Engines.
		Carrying Petroleum in bulk.

Port No. Port **C.S. Case.**

Surveys, when held, must be reported in detail and *seriatim* 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 details of any letters respecting this case.

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

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

Did you personally go inside each Main Boiler separately and make a thorough examination at this time?

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

What repairs, if any, were done, state for what reasons?

Were any parts of the Boilers could not be thus thoroughly examined?

Were any 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 was the date of internal examination of each boiler? Present condition of funnel(s).

Did you examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

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

Did you examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Did you examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Did you examine 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 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 was the examination of Screw Shaft? State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft.

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

Did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

Is the machinery complete, state what arrangements have been made for its completion and what remains to be done **C. S. Case.**

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.

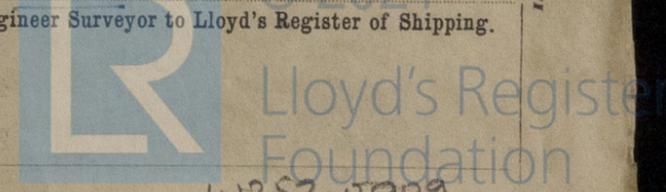
Starting Air Reservoirs: No. 2 (port aft) and No. 4 (starbd. aft) examined internally with mountings.

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 140 lb., F.D., &c.)

and condition and eligible in my opinion to remain as classed with fresh record of * LMC CS (date) when survey has been completed.

Fees applied for
 19
 Received by me,
 19

F. Bossett
Engineer Surveyor to Lloyd's Register of Shipping.



W252-5009

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

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.

SURVEY COMPLETED TO NUMBER

CS. advanced

It is submitted that this vessel is eligible for fresh RECORD of Survey CS 7.43, for the oil engines.

Reh 26/9/44

CS 7.3.0.0

Note pumping arrangements to examine to complete cycle



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