

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

(Received at London Office

27 MAY 1935)

Date of writing Report 22nd May, 1935. When handed in at Local Office 22nd May, 1935. Port of HELSINGBORG

No. in Reg. Book. 30987 Survey held at Helsingborg Date, First Survey 25th April Last Survey 21st May, 1935 (No. of Visits 14)

on the Machinery of the Wood, Iron or Steel Sc "MAURITZ". /Ex Luksefjell/

Tonnage { Gross 1480 Net 814 Vessel built at Bergen. By whom Bergens Mek.Vaerk. When 1917

Nominal Horse Power { 151 Engines made at Bergen. By whom Bergens Mek. Vaerk. When 1917

No. of Main Boilers 2 SB Boilers, when made (Main) 1917 (Donkey) -- Owners Råå Rederi A/B Owners' Address -- (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers -- Managers M. Jonasson. Port Råå. Voyage Leningrad. Steam Pressure in Main Boilers 180 lb If Surveyed Afloat or in Dry Dock Both. (State name of Dock.) Helsingborg

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

Last Report No. -- Port -- Particulars of Examination and Repairs (if any) Ann, Dmg, IMC, TS.

(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.

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 Offered to Owners, Not req.

Was a damage report made by anyone else? If so, by whom? Underwr. Surv.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

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

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? --

State latest date of internal examination of each boiler PB 4/5/1935. SB 25/4/1935. Present condition of funnel/s/: Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 185 lbs.

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? Yes. and of the Donkey Boilers? --

Did the Surveyor examine the drain plugs of the Main Boilers? None. 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 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? --

State date of examination of Screw Shaft 6/5/1935 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 2 mm.

Engine parts, when referred to by numbers, should be counted from forward.

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

Examination held for annual and damage stated to have been caused by collision with the quayside at Dakar on the 16th September, 1934, for IMC and TS.

Work done:- The propeller, stern bush, the tailshaft, the sea-connections and their fastenings examined. The cylinders, pistons, slide valves with casings, covers and rods examined. The crossheads with bearings examined. The crank-, thrust- and intermediate shafts with all bearings and bolts examined. The excentric sheaves and straps, link motion gear and the manoeuvring stop valve and engine, also turning engine, examined. The columns, bedplate, and the holding down bolts examined. The pumps with pistons, rods, valves etc. examined. The condenser opened up, examined and reclosed. The evaporator examined. The valves, cocks, pipes, and strainers of the pumping arrangement examined. The spare gears examined. /P.T.O./

General Observations, Opinion, and Recommendation:— The machinery of this vessel is eligible

(State clearly what 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, or L.M.C. 9.11, 140 lb., F.D., &c.)

in my opinion to be classed in the Society's Register Book and to have record of LMC 5.35 and the notation of "Tailshaft last seen" CL 5,35.

Survey Fee (per Section 22) Kr 245:-- Fees applied for 22/5 19 35

Special Damage or Repair Fee (if any) (per Section 22) Kr. 35:00 Received by me, 27-7 19 35

Travelling expenses (if chargeable) £ -- : Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute WED. 12 JUN 1935 TUE. 27 AUG 1935

Assigned. Lmb 5.35

5.35



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

Is a Certificate required? If so, to be sent to Yes.

The main- and auxiliary engines tried under steam and found working satisfactory. The main boilers and the superheaters examined in- and externally with safety valves and all mountings and their safety valves adjusted under steam to the safe working pressure as above. The main steam pipes examined. The electric installation /for lighting purposes only/ generally examined. The fittings on all main- and subdistribution switchboards and boxes examined. The electric cables examined so far as practicable and found in good order. The installation tested after repairs and found working satisfactory.

Repairs effected due to damage:- The propeller renewed and the previously working propeller placed as spare on deck.

Repairs effected due to wear and tear:-

Exhaust valve from boilers repacked to shell with new bolts and shell plating around same built up by means of electric welding repairs.

Remaining parts of sea-connections generally overhauled.

Main engine:- The HP slide valve casing rebored and rings renewed.

The HP and IP slide valve rods skimmed in lathe and rebushed in necks and glands.

Gland in bulkhead for thrust shaft placed in order.

Both feed pump plungers skimmed in lathe and rebushed in necks and glands.

2 feed pump valves renewed.

Donkey feed pump:- Steam piston rings renewed.

Pumping arrangement:- 3 bilge suction and 2 tank suction pipes repaired.

All bilge suction chests fitted with non return valves and the spindles for same renewed, seats skimmed up.

Steam engine driving generator:- The cylinder and slide valve casing repaired and placed in order.

The piston with rings renewed and the cylinder rebored.

The slide valve renewed and the casing rebored.

Electric installation:- The switches on main switch board repaired and placed in order.

All cables fitted with lead bushes in beams etc.

Boilers:- The collision chocks in front of boilers renewed.

The garde plates partly renewed.

2 screw stay nuts each in the p. & s. combustion chambers of the port boiler renewed.

Spindle for the main check valve of the port boiler renewed.

Valve for the bottom blow off and auxiliary check valves of the port boiler renewed.

2 steam stop valves of the port boiler renewed.

The main check valve chest of the starboard boiler repacked to shell.

Remaining parts of mountings generally overhauled.

Intermediate steam stop valve chest for superheaters fitted.

Safety valves with easing gear for superheaters fitted in place.

N.B.—If this Report is copied by copying Press, especial 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.



Lloyd's Register  
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