

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

(Received at London Office on FRI. 12 OCT. 1922)

Date of writing Report 28/9 1922 When handed in at Local Office 28/9 1922 Port of Christiania

No. in Reg. Book 67063 Survey held at Tønsberg Date, First Survey 22/8 Last Survey 21/9 1922 (No. of Visits 4)

on the Machinery of the Wood, Iron or Steel S/S "MAUDIE"

Tonnage { Gross 4588 Net 2896 Vessel built at Port Glasgow By whom Lithgows Ltd. When 1920 9

Registered Horse Power 488 Engines made at Greenock By whom Rankin & Blackmore Ltd. When 1920

No. of Main Boilers 3 Boilers, when made (Main) 1920 (Donkey)

No. of Donkey Boilers 1 Owners A/S Hvalen (N. Bugge) Port Tønsberg Voyage South Shetland

Steam Pressure in Main Boilers 180 If Surveyed in Dry Dock yes Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 180 (State name of Dock.) Kalddas mek. Verksted

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

## Particulars of Examination and Repairs (if any)

(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 summarized at the end of the report. State also the dates and initials of any letters respecting this case. M 16/6, 22/6, 13/7 & 4/8-1922 M 4/4, E 25/5, M 29/5, 2/6, E 8/6.

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned now expired.	Machinery and Boiler Surveys (Including date of N.B., if any).
<u>+100 A1</u>		<u>+LMC9, 20</u>
<u>11, 21</u>		<u>T.S. C.L.</u>

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? \_\_\_\_\_

Do. " Donkey " " " " " \_\_\_\_\_

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? \_\_\_\_\_ To what pressure were they afterwards adjusted under steam? \_\_\_\_\_

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? \_\_\_\_\_, 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? \_\_\_\_\_, and of the Donkey Boiler? \_\_\_\_\_

Has screw 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 shaft now been changed? If so, state reasons \_\_\_\_\_ Is 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? \_\_\_\_\_

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

The vessel placed in dry dock, and propeller, screw shaft, stern tube and sea cocks examined in position.

20 press boilers have been fitted on main deck. These tanks have been constructed in accordance with the approved plans. The steel material used in the construction has been manufactured at approved works and tested by the Society's Surveyors as per Rule.

The cast steel doors have been manufactured by Messrs. Strømmens Verksted A/B and tested as per Rule.

The boilers have been tested by hydraulic pressure to 140 lbs. per sq inch and found tight, and marked :-

LLOYD'S TEST
140 LBS
W.P. 70 LBS
P.E. 19.9.22 & 21.9.22.

General Observations, Opinion, and Recommendation:—  
(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.N.C. 9,11, 140 lb., F.D., &c.)

Recommend this vessel's machinery to remain as now classed in the Register Book

Survey Fee (per Section 28).....	£	:	:	Fees applied for
Special Damage or Repair Fee (if any).....	Kr.	:	450.-	<u>22/9 19-22</u>
Travelling Expenses (if chargeable).....	£	:	160.-	Received by me,
				19

P. Røide & Per G. Røh  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute LUE. 10 OCT. 1922  
Assigned As now



003474-003478-0143

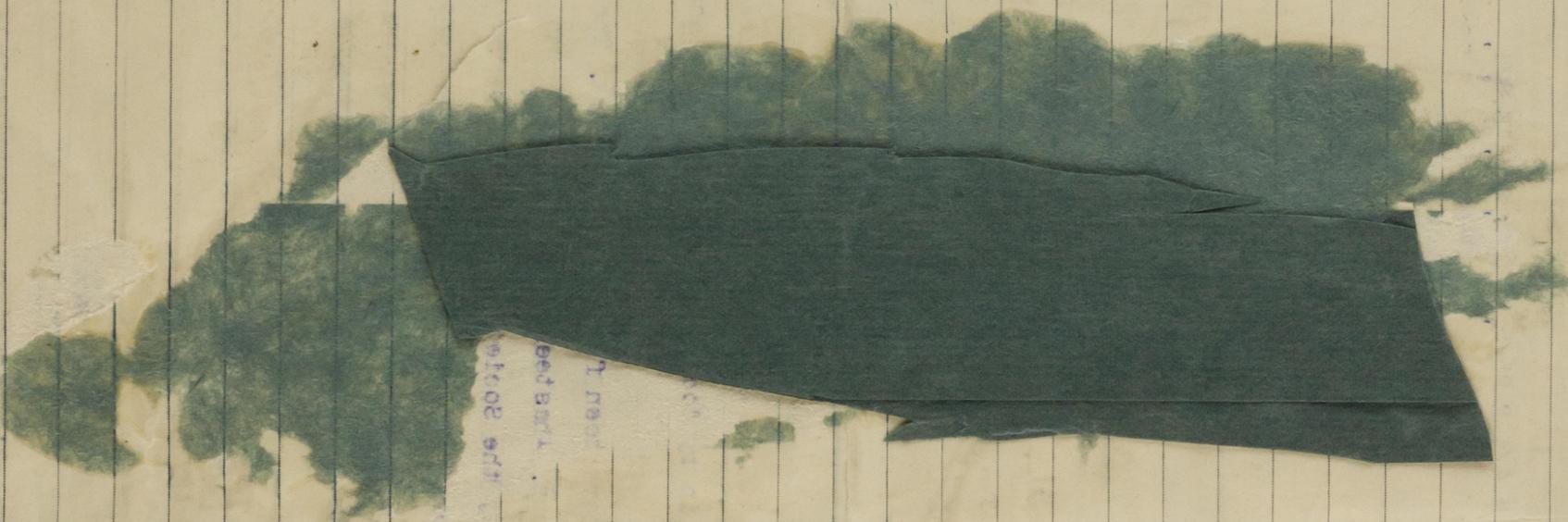
Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to \_\_\_\_\_

It is submitted that  
this vessel is eligible to  
remain *as* **CLASSED**.

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.

*W.D.*  
9/10/27  
*W.D.*



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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