

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

(Received at London Office

7 OCT 1942

Date of writing Report 24th Sept 42 When handed in at Local Office 5.10.42 Port of Glasgow

No. in Survey held at Glasgow Date, First Survey 9.9.42 Last Survey 26.9.42 (No. of Visits 8)

160 on the Machinery of the Wood, Iron or Steel MALOTA

Gross 6400 Vessel built at Fredrikstad By whom Fredrikstad Mek Vaetho. When 1930-8

Net 3764 Engines made at Stockholm By whom A/s Altes Diesel Pola When 1930

Horse Power 765 Boilers, when made (Main) (Donkey) 1930

of Main Boilers Owners Skibs A/s Avanti Owners' Address

of Donkey Boilers Managers Tschudi & Wigen Port Oslo Voyage

Main Boilers If Surveyed Afloat or in Dry Dock Green dry dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Donkey Boilers 80ll.

st Report No. Port

Particulars of Examination and Repairs (if any) during C.S. damage

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 ideas being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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

Is a damage report made by anyone else? If so, by whom? Yes, underwritten Surveyor

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? No

Was this not done, state for what reasons? Not done

What parts of the Boilers could not be thus thoroughly examined?

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?

What was the latest date of internal examination of each boiler?

Did the Surveyor examine the Safety Valves of the Main Boiler?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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

Did the Surveyor examine the drain plugs of the Main Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

Has the screw shaft now been drawn and examined? No Is it fitted with continuous liner?

Has the shaft now 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?

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Committee's Minute GLASGOW 6 OCT 1942

Assigned As name

Subject

Survey Fee (per Section 29) £2-2-0

Special Damage Report Fee (if any) £4 4-0

Travelling expenses (if chargeable)

Received by me, B.H. Macdonald & S.L. Murdoch, N. Vessel

Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation

W194-0040.3

their fastenings examined.

On examination of Starboard Tail Shaft Stern gland, the Brass stuffing Box in way of packing was found to be eccentric to the tail shaft and it is stated that trouble has been experienced with the packing. The packing has now been renewed and it is considered that the Stern gland is efficient for the present but it is recommended that the Starboard Stern Shaft be drawn next clocking and Stern gland Stuffing Box in way being specially examined.

Now done for C.S. N°2 (center) dynamo engine cylinders with their covers and valves pistons, connecting Rods with top and bottom end Brasses and pins and Main Bearings and Journals opened up, examined and found in safe working condition

S.P.L. Renew N°1 Star cylinder first convenient opportunity renewed at Bristol See Bristol report N°15150.

Damage repairs Bottom cover of N°1 Star cylinder cracked, now renewed
Bottom cylinder flange (to which bottom cover is bolted) found cracked. The 4 Stud holes in way crack increased in depth & were cracked and re-tapped above cracks. New Studs fitted, and bottom cover re-bolted. This cylinder is considered efficient for the present but it is recommended that same be renewed at first opportunity.

W & T. repairs Both liners of dynamo engine and both pistons renewed. (for wear)
Gudgeon pins of dynamo engine renewed. (for wear)
Aft Bottom end Brasses re-metalled (cracked)

Other minor repairs made

Electrical Installation:-

In response to the request of the Superintendent, Mr. Gaylor, the vessel was visited to examine the port side fuel oil and circulating cooling water pump motor. It was found that the motor had been sent ashore for repairs and arrangements had been made for the repaired motor to be sent to the vessel at Liverpool.

The operation of the starboard side fuel oil and circulating cooling water pump motor was examined and appeared to be in satisfactory order.

P.S.

Noted.

Subject as recommended

17/10/42



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