

Rpt. 9

Date of writing report 27.4.59.

Received London

Port SOUTHAMPTON.

No. 25439

Survey held at Southampton.

No. of visits One

First date and

Last date 6.4.59.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 70944. Name S.S. "MATHURA".

Gross tons 8974 Date of build 12-1920.

Owners Thos. & Jno Brocklebank Ltd. Managers

Port of Registry Liverpool.

Engines made 1928 By D. Rowan & Co. Ltd. Glasgow.

Type DR geared Turbines.

No. of Main Engines 2 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers 2 DB. W.P. 200 lb.

No. of Aux./Donkey Boilers 2 SB. W.P. -

Surveyed Afloat or in Dry Dock Afloat.

Nature of Survey Repairs.

Was Damage Report issued? - Int. Cert.? Yes.

Last Report (For Head Office only)

Table with 2 columns: Hull and Machinery. Hull entries: + 100 Al., Docking 9,58., SS. (Dr.) 5,47., SS. Gls. 9,55. Machinery entries: + LMC. ES 3,55., MBS 8,58., TS. CL 9,58., Sps. 10,55.

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

If so, is the Report sent now, or when will it be sent?

Large inspection table with columns for DOCKING, MAIN ENGINES (PORT/STARBOARD), MAIN ENGINE DRIVEN AIR COMPRESSORS, MAIN ENGINE DRIVEN SCAVENGE PUMPS, MAIN TURBINES, EXHAUST STEAM TURBINES, STEAM COMPRESSORS, CLUTCHES & HYDRAULIC COUPLINGS, REDUCTION GEARING, THRUST BLOCKS, SHAFTS & BEARINGS, INTERMEDIATE SHAFTS & BEARINGS, HOLDING DOWN BOLTS & CHOCKS, CONDENSERS (MAIN & AUX.), STEAM RE-HEATERS, DE-SUPERHEATERS, STOP & MANOEUVRING VALVES, ENGINE DRIVEN PUMPS, and CASE DOORS & EXPLOSION RELIEF DEVICES.

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel, as now seen, is in efficient working condition and eligible, in my opinion, to remain as classed without fresh record of survey, subject to the worm of the steering engine crankshaft being specially examined and dealt with as necessary, and the repaired windlass steam cylinder chest being renewed by the next Special Survey (due 9,59).

Date of Committee WEDNESDAY 21 MAY 1959 Decision As new, subject

A.G. Pemberton, Engineer Surveyor to Lloyd's Register of Shipping, Lloyd's Register Foundation

Noted for Header

32 Essential Independent Pumps (Identify by position)

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety devices—Main 40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Evaporators 43 Have Evaporator Safety Valves been tested under steam?

44 Steering Machinery 45 Windlass 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

PROPULSION		ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT	
PORT	STARBOARD				
a Generators				l Generators & Governors	
b Exciters				m Motors	
c Air Coolers				n Switchboards & Fittings	
d Motors				o Circuit Breakers	
e Air Coolers				p Cables	
f Control Gear, Cables, etc.				q Insulation Resistance	
g Insulation Resistance				r Steering Gear Generators and Motors	
h Insulating Oil Test				s Navigation Light Indicators	
i Overspeed Governors					
j Magnetic Couplings					
k Air Gap					

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN **AUXILIARY, DONKEY or PRESS**

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to { Sat.
Spt.

Boiler Securing Arrangements

Main Economisers Exhaust Gas Heated Economisers

Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)

Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Attended at the request of the Owner's Superintendent to examine the steering engine crank-shaft worm, which had been previously repaired. See the Secretary's letter Ref. Clas.m(S) dated 7th April, 1959.

Now done: Steering engine examined under working conditions and found efficient for continued service.

The vessel is now proceeding to Japan to be broken up.

LEAVE THIS SPACE BLANK

Survey fees

Damage fee

Expenses... ..

Date when A/c rendered



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