

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

(Received at London Office)

18 FEB 1935

Date of writing Report 15. 2. 35 When handed in at Local Office 15. 2. 35 Port of MIDDLESBROUGH
 No. in Reg. Book 8094 Survey held at MIDDLESBROUGH Date, First Survey 28. 12. 34 Last Survey 15. 2. 1935
 (No. of Visits 8)
 On the Machinery of the Wood, Iron or Steel sc. "MATHURA"
 Tonnage Gross 977 1/2 Net 603 3/4 Vessel built at Glasgow By whom C. Connell & Co. Ltd. When 1920. 12.
 Engines made at .do. By whom D. Rowan & Co. Ltd. When 1928. 5
 Nominal Horse Power 1147 Boilers, when made (Main) 1920. (Donkey) -
 No. of Main Boilers 288 Owners Thos. & Co. Brocklebank Ltd. Owners' Address -
 (if not already recorded in Appendix to Register Book)
 No. of Donkey Boilers 1 Managers - Port Liverpool Voyage Calcutta
 Steam Pressure in Main Boilers 200lbs. of Surveyed Afloat in Dry Dock L.N.E.R. Dock & Smith, DO Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers ✓

Last Report No. - Port Docking

Particulars of Examination and Repairs (if any) B.S. & alterations

(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 ✓

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? 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 Port In 31. 12. 34. Star In 3. 1. 35. Both aft. 10. 1. 35.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 205lbs.

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 4. 1. 35 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft else.

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.

Now Done. The main boilers and their mountings examined and put in good order and their safety valves adjusted under steam.

Repairs Port In boiler: About 20 Combustion Chamber rivets renewed. Star In boiler: 2 bars renewed stays, 3 breast stays, about 10 tube and about 20 C.C. rivets renewed.

The tail shaft examined and found sound. The stern bush and the sea connections and their fastenings examined and put in good order. Lower half of stern bush rewooded.

Consequent on shortening of vessel a new solid bronze propeller fitted. This propeller has 4 blades and dimensions are Diameter 18' 9" Pitch 18' 3" Developed Area 116 sq. ft.

Also in consequence of shortening vessel the bilge and tank suction to former Forward Dup Tank have been blanked off and the electric light leads from Junction Box on engine casing to distribution boxes in bridge space have been renewed.

General Observations, Opinion, and Recommendation:— The machinery of this vessel (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.)

is in good working condition and eligible, in my opinion, to remain as classed and to have fresh record B.S. 1.35 and notation T.S. 9. 1.35.

Survey Fee (per Section 29) B.S. £ 7-0-0 Fees applied for 16 2 19 35
 Special Damage or Repair Fee (if any) (per Section 29.) £ :
 Travelling expenses (if chargeable) £ :
 Received by me 2-4 19 35
3/4

Committee's Minute TUE 5 MAR 1935
 Assigned B.S. 2. 35

P. J. McCreary
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

003311-003320-0053

The Surveyors are requested not to write on or below the space for Committee's minute.

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

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