

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

(Received at London Office 23 APR 1930)

Date of writing Report 12-4-1930 When handed in at Local Office 12-4-1930 Port of Middlesbrough

No. in Reg. Book. 7369 on the Machinery of the Wood, Iron or Steel Sc. MAHSUD. Date, First Survey 25-2-30 Last Survey 9-4-1930 (No. of Visits 10)

Tonnage { Gross 7559
Net 4669

Vessel built at Port Glasgow By whom Russell & Co When 1917-12

Engines made at Greenock By whom J.G. Kincaid & Co When 1917

Nominal Horse Power 772

Boilers, when made (Main) 1917 (Donkey)

No. of Main Boilers 2 DB 1 SB

Owners Thos & Jno. Brocklebank & Co Owners' Address Port Liverpool Voyage Tyne & ...

No. of Donkey Boilers

Managers Smiths Dry Dock

Team Pressure in Main Boilers 200 lb

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) Dam, Comp MS & TS + 100 A-1. + LMC 3.26

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? Not required.

Was a damage report made by anyone else? If so, by whom? Yes. Sirewright & Co

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? Not due for survey

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 Boilers?

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? 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Close fit.

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

Damage stated to have been caused by propeller striking submerged object on Jan 19th 1930 during voyage Philadelphia to Baltimore. In other particulars see log-books.

In accordance with Bal. Report No 4728. The propeller examined in dry dock & placed in good order.

Repairs 3- propeller blades removed, straightened & refitted.

Comp MS. The LP cylinder, piston, HP & MP slides, crank, thrust & tunnel shafting, Main Eng. Pumps & Aux pumps, pumping arrangements propeller, stern bush, sea connections & fastenings examined & placed in good condition.

The screwshaft (CL) examined & placed in good order.

The windlass & steering engine examined & found in good order.

General Observations, Opinion, and Recommendation: The Machinery of this vessel

is as far as now seen is in good & efficient condition & eligible in my opinion to remain as classed with fresh record of M.S. 2.30 as previously recommended see Lon Rpt No 94792 & T.S. 4.30 CL.

This vessel's name may now be deleted from Spec. Reason List in respect of propeller.

Survey Fee (per Section 28) M.S. £ 8 : 0 : 0

Special Damage or Repair Fee (if any) (per Section 28.) £ 2 : 2 : 0

Travelling expenses (if chargeable) £ : : :

Fees applied for 22-4-1930 W.M.

Received by me, 6-5-1930 Ells

Committee's Minute FRI. 10 MAY 1930

Assigned M.S. 2.30

Without spl. cond.

CERTIFICATE WRITER.

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 Engineer Surveyor to Lloyd's Register of Shipping.

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003556-003566-0227

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

Damage through striking object.

3 propeller blades renewed.

S. 1103 due 12. 29 - Completed.

It is submitted that this vessel is eligible for THE REGISTER.

without Spl. Order

S. 430
12/15/30

S.S. "MAHSUD."

- Repairs. Stem bush rewooded & bored out to suit shaft liner.
 Screw shaft liner skimmed in lathe.
 Stem tube placed in lathe, thread chased & nut renewed.
 Stem gland bush renewed.
 2- Bilge Pump Rams renewed
 1- Sanitary Pump Ram skimmed up & rebushed
 Circulating Pump, shaft trued up in lathe & lignum vitae bushes renewed.

S.W.

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.



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