

## Report of Survey for Repairs, &amp;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 Survey held at South Bank on Tees Date, First Survey 25-2-30 Last Survey 9-4-1930  
 on the Machinery of the Wood, Iron or Steel Sc. MAHSUD. (No. of Visits 10)  
 Tonnage { Gross 7559 Vessel built at Port Glasgow By whom Russell & Co When 1917-12  
 Net 4669 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 208 Owners Thos & Jno. Brocklebank & Co Owners' Address Port Liverpool Voyage Tyne & Co  
 No. of Donkey Boilers 153 Managers Smiths Dry Dock (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers 200 lb If Surveyed Afloat or in Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 in Donkey Boilers ☒ (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) Dam. Comp. M.S. & T.S. + 100 A-1.

Periodical Surveys, when held, must be reported in detail and serially 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. Stevenson & 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 19<sup>th</sup> 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 M.S. 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

(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 S.L.M.C. 9,11, 110 lb., F.D., &c.)

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 Fees applied for 22-4-1930

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

Travelling expenses (if chargeable) £ : : Received by me, 6-5-1930

Committee's Minute FRI. 10 MAY 1930

Assigned M.S. 2.30

Without special conditions  
 CERTIFICATE WRITTEN.

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Damage through striking object.

3 propeller blades renewed.

12. 29 - Completed.

It is submitted that  
this vessel is eligible for  
THE REGISTER

without SPL Cndy

5.4.30  
12/5/30

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.

## S.S. "MAHSUD."

Repairs. Stern bush rewooded & bored out to suit shaft liner.  
Screwshaft liner skimmed in lathe.  
Stern tube placed in lathe, thread chased & nut renewed.  
Stern 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.

8.11.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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