

Date of writing Report

19

When handed in at Local Office

19-5-24

19

Port of

Middlesbrough

No. in Reg. Book.

Survey held at

Middlesbrough

Date, First Survey

2

Last Survey

May 17 1924

(No. of Visits)

16584

on the Machinery of the

Wood, Iron or Steel

T.S.S. "MAYELA"

Tonnage

Gross 8303

Net 5041

Vessel built at

Glasgow

By whom

B Barclay Curle & Co. Ltd.

When

1921-4

Nominal Horse Power

926

Engines made at

Glasgow

By whom

B Barclay Curle & Co. Ltd.

When

1921

No. of Main Boilers

4

Boilers, when made (Main)

1921

(Donkey)

✓

Owners

British India Steam Navigation Co. Ltd.

Port

Glasgow

Voyage

No. of Donkey Boilers

✓

Managers

team Pressure in Main Boilers

215

If Surveyed

Afloat or in Dry Dock

Smith's Dry Dock

(State name of Dock.)

in Donkey Boilers

✓

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.

For Special Survey.

Date of last Survey and of Periodical Surveys.

Year Assigned for next survey.

Machinery and Boiler Surveys (including date of N.B., if any).

+100A1

11.23

+LMC

5.21

T.S

11.23 C.L.

Fitted for oil fuel

5.21

F. P. above 150° F.

Last Report No.

Port

Particulars of Examination and Repairs (if any)

Condition

Periodical Surveys, when held, must be reported in detail and serialim 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?

Do.

Donkey

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?

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 Boiler?

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?

Is it fitted with continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed?

If so, state reasons

the shaft now fitted new?

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?

the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

Vessel placed in dry dock. Examined propellers, after end of stern bushes, fastenings of sea connections and found all in good condition

General Observations, Opinion, and Recommendation:—

The machining 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, E.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

so far as seen, is in a good and safe working condition and eligible in my opinion to remain as now classed, without fresh record of survey

Survey Fee (per Section 25)

Special Damage or Repair Fee (if any) (per Section 25.)

Travelling Expenses (if chargeable)

Fees applied for

Received by me,

Committee's Minute

Assigned

As now

AD Morrison

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

Docking.

It is submitted that
this vessel is eligible to
remain as **CLASSE**

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.

Ed.
1757

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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