

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

(Received at London Office

THU. 22 MAY 1924

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 17th 1924

16584 on the Machinery of the ~~Wood, Iron or Steel~~ T.S.S. "MAXELA"

Tonnage { Gross 8303 Net 5041 Vessel built at Glasgow By whom Burley Cuk 9th Ld. When 1921-4

Nominal Horse Power 926 Engines made at Glasgow By whom Burley Cuk 9th Ld. When 1921

No. of Main Boilers 4 Boilers, when made (Main) 1921 (Donkey) Owners British India Steam Nav Co. Port Glasgow Voyage

No. of Donkey Boilers Managers Smith's Dry Dock If Surveyed Afloat or in Dry Dock Smith's Dry Dock (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) Condition

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

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? No

Do. " Donkey " " " None

Why this was not done, state for what reasons? Boilers 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 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? No 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? No If so, state reasons

Has 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? Pat shaft 1/8" Stabd shaft 3/32"

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

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 machinery of this vessel, 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).....	£	19	Fees applied for
Special Damage or Repair Fee (if any) (per Section 25.).....	£		
Travelling Expenses (if chargeable).....	£	19	
			Received by me,

AD Morrison
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute As now THE MAY 27 1924



