

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

(Received at London Office)

FEB 24 1941

Date of writing Report 21-2-1941 When handed in at Local Office 21-2-1941 Port of Manchester
 No. in Reg. Book. Survey held at Manchester Date, First Survey 12-1-41 Last Survey 14-2-1941
78735 on the Machinery of the Wood, Iron or Steel "S.S. MAHANADA" (No. of Visits THREE)

Gross Tonnage 7181 Vessel built at Glasgow By whom C. Connell & Co Ltd. Year. Month. 1914-11
 Net Tonnage 4482 Engines made at Newcastle By whom Parsons Marine Steam Turbine Co. When 1914
 Nominal Horse Power 729 Boilers, when made (Main) 1914 (Donkey) 1914
 of Main Boilers 2 Owners Thos. & Jno. Brocklebank, Ltd. Owners' Address Port Liverpool Voyage
 of Donkey Boilers 1 Managers (if not already recorded in Appendix to Register Book.)
 Steam Pressure 180 lbs/sq. in. Surveyed Afloat or in Dry Dock Nº1. Manchester
 Main Boilers 180 lbs/sq. in. (State name of Dock.)
 Donkey Boilers 180 lbs/sq. in.

First Report No. Port

Particulars of Examination and Repairs (if any) Docking

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.

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

" " Aux Donkey " " " " NO

Was this not done, state for what reasons? B.S. not due

What parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

What latest date of internal examination of each boiler? ✓

Present condition of funnel(s) Efficient

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 Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓

and of the Donkey Boilers? ✓

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? ✓ 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? ✓

What date of examination of Screw Shaft? ✓

State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft 3/32"

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? ✓

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

Was the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓

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

How done for Docking

Vessel placed in drydock, propeller, after end of stern bush and all outside fastenings examined.

How done for Repairs

Two angle bars and studs fitted in way of main injection grid plate.

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, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

so far as now run, is, in my opinion in efficient condition and eligible to remain as now classed in the Register Book without fresh record of survey.

Survey Fee (per Section 29)..... £ : : Fees applied for
 Special Damage or Repair Fee (if any)..... £ : : 19
 Travelling expenses (if chargeable)..... £ : : Received by me, 19

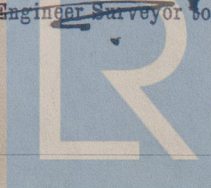
Committee's Minute

FRI 7 MAR 1941

Assigned

As now

D.R. Walbury
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation

W49-0122

It is submitted that
this vessel is eligible to
remain as CLASSED.

L.L.
6/3/41.



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