

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. 18735 Survey held at Manchester Date, First Survey 12-1-41 Last Survey 14-2-1941
on the Machinery of the Wood, Iron or Steel "S.S. MAHANADA" (No. of Visits THREE)

Tonnage } Gross 7181 Vessel built at Glasgow By whom C. Connell & Co Ltd. Year. Month. 1914-11
 } Net 4482 Engines made at Liverpool By whom Parsons Marine Steam Turbine Co When 1914
Nominal Horse Power 729 Boilers, when made (Main) 1914 (Donkey) 1914
No. of Main Boilers 2 Owners Hos. & Jno. Brocklebank, Ltd. Owners' Address Port Liverpool Voyage
No. of Donkey Boilers 1 Managers (if not already recorded in Appendix to Register Book.)
Steam Pressure—180 lbs/sq Surveyed Afloat or in Dry Dock N^o. Manchester
No. of Main Boilers 180 lbs/sq (State name of Dock.)
No. of Donkey Boilers 180 lbs/sq

Previous 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 details 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.

Where 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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? NO

Where this was 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 is the 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 the 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 the 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 is the 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?

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

Is the Survey 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 seen, 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	19
Special Damage or Repair Fee (if any).....	£ : :	Received by me,	19
Travelling expenses (if chargeable).....	£ : :		

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

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

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

L.H.
2/6/3/44.



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Foundation