

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

(Received at London Office

NOV 29 1939

Date of writing Report 28th Nov. 39 When handed in at Local Office 28/11/39 Port of MANCHESTER

No. in Reg. Book. 29165 Survey held at Manchester Date, First Survey 11-11-39 Last Survey 23-11-1939 (No. of Visits 3)

on the Machinery of the Wood, Iron or Steel S.S. MARDINIAN

Tonnage { Gross 2434 Vessel built at Sunderland By whom S.P. Austin & Son, Ltd. when 1919-8
Net 1426 Engines made at Sunderland By whom Richardsons, Westgarth & Co. Ltd. when 1919

Nominal Horse Power 266 Boilers, when made (Main) 1919 (Donkey) ✓

No. of Main Boilers 253 Owners Ellerman Lines, Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
Managers Ellerman & Papayanni Lines Ltd. Port Liverpool Voyage

No. of Donkey Boilers ✓ Steam Pressure in Main Boilers 180 lb. If Surveyed Afloat or in Dry Dock Bath
in Donkey Boilers ✓ (State name of Dock.) No. 2 Dry Dock

Last Report No. Port Particulars of Examination and Repairs (if any) Pt. B.S. + 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.)

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? Yes

" " Donkey " " " ✓

If this was not done, state for what reasons? ✓

And what parts of the Boilers could not be thus thoroughly examined? None

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of these parts of each Boiler? ✓

State latest date of internal examination of each boiler Port 11/11/39 St. Bd 20/11/39

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? Not adjusted

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? Yes

and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? None fitted

and of the Donkey Boiler? ✓

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

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? ✓ 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 date of examination of Screw Shaft ✓

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/16

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

Is electric light and/or power fitted? ✓

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

To complete the Boiler Survey the safety valves on both Main Boilers require to be adjusted under steam. It is the Owner's intention to do this on the vessel's arrival at Liverpool and the Liverpool Surveyors have been accordingly notified.

Now DONE:- Vessel placed in dry dock; propeller and outside sea fastenings examined.

B.S. Port and Starboard Main Boilers and mountings completely opened up and examined internally and externally; both boilers examined under steam.

REPAIRS:- Port Boiler:- blow down and steam valve spindle renewed; aux. check valve columns renewed; I.C.C. screwed stay renewed; for collision check repaired. Starboard Boiler:- steam valve spindle renewed.

Limitation List:- Nothing was done at this time.

General Observations, Opinion, and Recommendation:- The machinery of this

(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.)

vessel is eligible, in our opinion, to remain as classed in the Register Book, and to have fresh record of B.S. 11.39 when the Survey has been completed.

Limitation List:- The tailshaft to be examined at liner joints on or before 5.41.

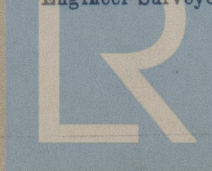
Survey Fee (per Section 29) B.S. £ 3 : - - - Fees applied for 28/11/39
Special Damage or Repair Fee (if any) (per Section 29.) £ : :
Travelling expenses (if chargeable) £ : : Received by me, L.H. Mathison

FRI. 8 DEC 1939

Committee's Minute

Assigned Deferred

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

55-0152

SCREW SHAFT
WITH JOINTED C.L.

Pr. due 8.39 Incomplete at Liv
Surveyors advised

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.

It is submitted that this
vessel WILL BE eligible
for the record.

Pr. 11.39
When Safety valves have
been adjusted

SCREW SHAFT FITTED
WITH JOINTED C.

TRM
5.12.39

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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