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Rpt. 9. No. 132468.

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 29 NOV 1955)

Date of writing Report 21st Nov. 1955 When handed in at Local Office ..... 19.... Port of Ipswich.

No in Reg. Book. Survey held at Wivenhoe Date. First Survey 3.10.55 Last Survey 10.10. 1955 (No. of Visits three)

22873 on the Machinery of the Wood, Iron or Steel Motorship "PASS OF BRAINDER"

Tonnage { Gross 1200 / Net 563

MN As Per Rule -

No. of Main Boilers -

" " " -

of Donkey Boilers 1

am Pressure—

n Main Boilers -

n Donkey Boilers 150lb.

Vessel built at Lubeck By whom Lubecker Flender Werke. When (Year) 1936 (Month) -

Engines made at Lubeck By whom Lubecker Flender Werke When 1936 -

Boilers, when made (Main) - (Donkey) 7/54.

Owners Bulk Oil S.S. Co. Owners' Address - (if not already recorded in Appendix to Register Book.)

Managers - Port London. Voyage

If Surveyed Afloat or in Dry Dock (State name of Dock.) Afloat at Wivenhoe Slipway.

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

HULL	MACHINERY
100 Al. 3.52.	LMC.
Classed 9.47.	CS. 6.51.
S.S. 3.52.	NDB. 7.54.
	TS.OG) 2.55.
	& S2)

st Report No. 4191 Port Ham

rticulars of Examination and Repairs (if any) Broken Crankshaft.

riodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the se of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on unt of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides g detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and ials 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 Damage report not required

a damage report made by anyone else? If so, by whom? no

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? none

" " Donkey " " " no

not, state for what reasons not prepared for survey What parts of the Boilers could not be thus thoroughly examined? -

at 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? -

te latest date of internal examination of each boiler - Present condition of funnel(s) -

d the Surveyor examine the Safety Valves of the Main Boilers? - To what pressure were they afterwards adjusted under steam? -

d the Surveyor examine the Safety Valves of the Donkey Boilers? - To what pressure were they afterwards adjusted under steam? -

d the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? -, and of the Donkey Boilers? -

the Surveyor examine the drain plugs of the Main Boilers? -, and of the Donkey Boilers? -

the Surveyor examine all the mountings of the Main Boilers? -, and of the Donkey Boilers? -

s the screw shaft now been drawn and examined? no Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

shaft now been changed? - If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -

an approved oil retaining appliance fitted at the after end? - State date of examination of screw shaft - State the wear down in the stern bush Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? no

s the insulation resistance of the generators, circuits and apparatus been testd and found to be not less than 100,000 ohms? No

gine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

his ship was visited afloat at the request of the owners in order to examine & report upon achinery defect to the Starb. Main Engine stated to have developed at sea on 27.9.55, whilst the essel was on passage Grangemuth to Saltend on Humber in loaded condition. The vessel continued he passage to Saltend on the port main engine, discharged her cargo, and proceeded in light condition rom Saltend to Wivenhoe for examination of the starbmain engine.

For further particulars see log books.

ow Done. Preliminary examination revealed that the Starb. Main Engine Crankshaft was broken through after web. No.5 crank, and main bearing keeps broken. The engine was subsequently stripped down further examination & the cast iron bed plate made in two sections & joined at No.5 journal was fu[illegible] be broken all fore & aft in both sections & beyond repair.

d to b[illegible] recommended that the Starb. Main Engine bedplate be renewed in entirety, and a new crankshaft fitted, as reco[illegible] ether with the necessary bearings, and the remainder of this dismantled engine be cleaned and mined before re-fitting.

Owners have not yet decided on the future of this ship, and she has now been laid up in the River ckwater, pending repairs.

is therefore recommended that the starb. main engine be repaired and fitted with new crankshaft d bedplate before the vessel returns to service.

neral Observations, Opinion, and Recommendation :—

(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, etc.)

e machinery of this vessel as now seen is in efficient condition and eligible in my opinion to main as at present classed without fresh record, subject to the Starboard Main Engine being paired and fitted with new crankshaft and bedplate before the vessel returns to service.

rvey Fee (per Section 23) .....

pecial Damage or Repair Fee (if any) (per Section 23.) .....

ravelling expenses (if chargeable) .....

Fees applied for, 25 NOV 19 ..... 10:10:0

Received by me, 19 .....

FRIDAY 18 DEC 1955

Committee's Minute Deferred for repairs

Assigned Blood Laid up with machinery damaged

Engineer Surveyor to Lloyd's Register of Shipping.

Is Certificate required? If so, to be sent to

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

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0002298-002304-0161