

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

(Received at London Office 15 OCT 1947)

Date of Writing Report 11 10 1947 When handed in at Local Office 13 10 1947 Port of GLASGOW

No. in Survey held at AYR Reg. Book 36899 on the Machinery of the Wood-blower Steel "PASS OF BRANDER" (ex "EMPIRE THRASTIA")

Tonnage Gross 1200 Net 563 Vessel built at LUBECK Engines made at LUBECK By whom LUBBEKER FLENDER WERKE A.G. When 1936

No. of Main Boilers 2 Boilers, when made (M.M.) (Donkey) By whom LUBBEKER FLENDER W. A.G. When 1936

No. of Donkey Boilers 2 Owners BULK OIL S.S. CO. LTD. Managers Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 168 If Surveyed Afloat or in Dry Dock AYR Port LONDON Voyage

Last Report No. Port Particulars of Classification which must be inserted precisely as in Register Book & Supplements.

Particulars of Examination and Repairs (if any) Classification

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.

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?

Did the Surveyor examine the Safety Valves of the Main Boilers? Present condition of funnel(s) satisfactory

Did the Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam? 185 lbs.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers? None

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers? Yes

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

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

Has shaft now been changed? Yes If so, state reasons Shafts corroded Has the shaft now fitted been previously used? No Has it a continuous liner? No

Is an approved oil retaining appliance fitted at the after end? Yes State date of examination of Screw Shaft 9.47 State the wear down in the stern bush 1/8 Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. To complete this survey a new bilge pump has to be fitted to one of the auxiliary engines to draw from one 2 1/2" direct suction and to connect with the bilge main.

Vessel placed in dry dock, propellers, stern bushes, sea connections and their fastenings examined; P & S screw shafts drawn and examined, found corroded and both original spare shafts fitted.

Examined main engine cylinders, covers, pistons, valves and gears, connecting rods with their top and bottom ends; crank and thrust shafts and reversing gear.

Examined all working parts of port and starboard auxiliary engines and of starboard and centre auxiliary compressors.

Both starting air receivers examined internally and tested to 800 lbs. per sq. inch.

Pumps and pumping arrangements examined and tested under working conditions; boiler oil fuel tank and connections examined. Windlass and steering engine examined. Engines tried under working conditions and found satisfactory.

All parts found or placed in good condition.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in good condition.

(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, BS 9.11, B&MS 9.11 or LMC 149 lb., PD, &c.)

and advised in my opinion to be classed in the Register Book L.M.C., U, 47 with the notation Screw shaft D.S. 9.47 when a new bilge pump has been supplied.

Survey Fee (per Section 26) £ 34-10-0 Fees applied for 14 OCT 1947

Special Repairs Fee (if any) £ 10-10-0 Received by me, J. Crawford. B. Gaffner.

Travelling expenses (if chargeable) £ 14-14-0

Committee's Minute GLASGOW 14 OCT 1947

Assigned Special Repairs Comp. L.M.C. 9.47



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

Is a Certificate required? If so, to be sent to

"PASS OF BRANDER"

Fire extinguishing apparatus was examined and found in order.

The vessel originally was fitted out with only one single cylinder generating engine. This engine has now been removed and two Lister Auxiliary generating sets, engine No. 60/1646 and 60/6737, of 38 HP at 1200 revs. per minute have been fitted on board (Certificate enclosed).

One electrically driven Reaveil compressor No. 68351 fitted on board.

One boiler feed pump No. 213650 Six 6" x 4" x 12" made by G. & J. Weir Ltd., fitted on board.

REPAIRS: Starboard "A" bracket was found out of line and has been rebored. New cast iron bushes were fitted in both "A" brackets.

All main bearings, bottom end bushes and top end bushes reinstalled, one main engine circulating water pump renewed, one rebored and new plunger fitted.

Windlass and steering engine taken to shop and completely overhauled.

ELECTRICAL EQUIPMENT: A special survey of the electrical equipment carried out. Generators, switchboard, cables and fittings examined.

The following repairs effected:- Two 8 kw. generating sets removed and replaced by two 22 kw. diesel engine driven generators, (Maudsleys' 120 S 11236 and 120 S 13773); a new switchboard fitted; compressor motor installed; main cables renewed with the exception of Wireless, Chartroom, Midships and Aft Lighting; all subsidiary wiring, fittings and fuse boxes renewed; all motors and control gear overhauled; Oil Filter and Immersion Heater fitted.

On completion of the work, all circuits examined, I.R. tests taken and the installation tried under working conditions. All found satisfactory. Report 13 is attached.

*[Signature]*

*[Signature]*