

Rpt. 9

Date of writing report 7th September, 1959 Received London Port CAPE TOWN No. 5963
Survey held at CAPE TOWN No. of visits 4 First date 3rd Sept. Last date 7th Sept., 1959

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 12572 Name M.V. "GLENBANK" Gross tons 5155 Date of build 1924 - 6
Owners Bank Line Ltd. Managers Andrew Weir & Co. Ltd. Port of Registry GLASGOW
Engines made 1924 By Harland & Wolff Ltd. Type 2 Oil Eng. 4 SA each 6 Cy. B.&W.
No. of Main Engines 2 No. of Screws 2
No. of Main Boilers - W.P. -
No. of Donkey Boilers 1 W.P. 110 lbs.
Surveyed Afloat or in Dry Dock Afloat
Nature of Survey CS & Mchy. Reps.
Was Damage Report issued? - Int. Cert? Yes
Last Report (For Head Office only)

Hull		Machinery	
+100AI	with fbd. 12.58	+LMC (CS)	2.58
(Dr.)	5.48	DBS	3.59
S.S.	2.58	CL P.&S.	4.56

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers - Wear Down of Stern Bushes - Oil Glands - Sea Connections -
Fastenings - Has Screwshaft/Tubeshaft been drawn? - Date of Examination - Has Shaft been changed? -
Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? - Approved oil gland? -

MAIN ENGINES (XXXXXXXX I.C.) PORT STARBOARD
1 Cyls./ Covers, Pistons & Rods No.1 ; Good
2 Valves & Gears No.1 ; Good
3 Connecting Rods, Top Ends & Guides { Side -
Centre -
4 Crankpins & Bearings { Side -
Centre -
5 Journals & Bearings -

MAIN ENGINE DRIVEN AIR COMPRESSORS
6 Cyls., Covers, Pistons & Rods
7 Connecting Rods & Top Ends
8 Crankpins & Bearings
9 Journals & Bearings
10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS
11 Cyls., Covers, Pistons & Rods
12 Connecting Rods & Top Ends
13 Crankpins & Bearings
14 Journals & Bearings
15 Levers
16 SCAVENGE BLOWERS
17 SUPERCHARGERS

MAIN TURBINES
18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
20 STEAM COMPRESSORS
21 CLUTCHES & HYDRAULIC COUPLINGS
22 REDUCTION GEARING
23 THRUST BLOCKS, SHAFTS & BEARINGS
24 INTERMEDIATE SHAFTS & BEARINGS
25 HOLDING DOWN BOLTS & CHOCKS
26 CONDENSERS (MAIN & AUX.)
27 STEAM RE-HEATERS
28 DE-SUPERHEATERS
29 STOP & MANOEUVRING VALVES
30 MAIN ENGINE DRIVEN PUMPS
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?
OPINION OF MACHINERY AND RECOMMENDATIONS. The machinery of this Vessel so far as now seen, is in good and safe working condition and eligible in my opinion to be continued as classed in the Register Book with record of CS (with date) when the survey has been completed.

Date of Committee THURSDAY 22 OCT 1959
Decision As now submitted

Noted for Leader

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LR Register Foundation
Engineer Surveyor to Lloyd's Register of Shipping

003056-003064-0169 1/2

Essential Independent Pumps (Identify by position) Inbd. Circulating pump, driving motor & starter; Good

Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

Fresh Water Coolers

Independent Air Compressors, Coolers & Safety Devices

Air Receivers & Safety Devices—Main

Oil Fuel Tanks (Not forming part of hull structure)

Evaporators

Steering Machinery

Have Evaporator Safety Valves been tested under steam?

Fire Extinguishing Arrangements

Telemotor Installation Good.

No. 3 Aux. Generator; Main and bottom end brasses; Good.

AUXILIARY ENGINES (Identify by position)

PROPULSION	PORT	ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
		STARBOARD		
a Generators			1 Generators & Governors	
b Exciters			m Motors	
c Air Coolers			n Switchboards & Fittings	
d Motors			o Circuit Breakers	
e Air Coolers			p Cables	
f Control Gear, Cables, etc.			q Insulation Resistance	
g Insulation Resistance			r Steering Gear Generators and Motors	
h Insulating Oil Test			s Navigation Light Indicators	
i Overspeed Governors				
j Magnetic Couplings				
k Air Gap				

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to { Sat.
Spt.

Boiler Securing Arrangements

Main Economisers

Steam Heated Steam Generators

Were Oil Burning System & Remote Controls examined working in accordance with Rules?

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main

Were Copper Pipes annealed?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Repairs Due To Wear & Tear (Now Done):

M.E. No. 1 Stbd. Unit, cylinder liner renewed.

Steering gear telemotor installation completely overhauled.

No. 3 Aux. Generator, bottom end brasses retailed & all main bearings refitted.

Inbd. Circulating Pump driving motor & starter overhauled.

Interim Certificate "B1" issued, copy attached.

LEAVE THIS SPACE BLANK

Survey fees £9. 0. 0.
C-574 10. 0. 0.
Spl. Attend. 6. 0. 0.
Stamps 5. 0.
Expenses 11. 19. 6.
£27. 4. 0.

Date when A/c rendered 7/9/59

Rpt. 9a.

Port of CAPE TOWN Continuation of Report No. 5963 dated 7th Sept., 1959 on the M.V. "GLENBANK"

Damage stated sustained on 30th Aug., 1959 whilst on voyage E. London to P. Elizabeth, as result of stress of weather, when supporting bracket of loose tiller had come adrift resulting in jamming of steering gear.

For fuller particulars please see separate Damage Report No. C-574, copy attached. Upon examination the undersigned

FOUND

RECOMMENDED

Steering Gear

(1) Vertical rod connecting to hand gear (1) To remove rod, fair & replace. badly bent.

(2) Horizontal rod attached to hunting gear of electric hydraulic system pump, bent. (2) Ditto.

Telemotor Steering Apparatus:-

(3) Steering Telemotor in wheelhouse, bronze ram glands both leaking badly; telemotor reported faulty in operation. (3) (a) To drain & clean out the mineral oil system, flush out & renew oil.

Hand operated bye pass safety on steering telemotor, a combination of 2 valves, both leaking. (b) To renew cup leathers & flax packing in steering telemotor rams, & refit both rams.

(c) To renew both bye pass valves. (d) To renew both pressure gauges.

(4) Motor Telemotor (4) (a) To remove both rams grind same & replace. Both rams badly scored & marked.

(b) To renew ram packing.

Charging tank bottom holed (c) To repair tank bottom & clean out same.

(d) To overhaul pump line gear, & repack gland.

(e) To pump up system & test same.

The above recommendations were now efficiently carried out.

W.R.