

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

Date of writing Report 12th November 1948. When handed in at Local Office 12th November 1948. Port of Greenock. (Received at London Office 17 NOV 1948)

No. in Survey held at Fifth of Clyde (Greenock). Date. First Survey 4-11-48. Last Survey 5-11-1948. (No. of Visits 2)

Reg. Book. SUPPLEMENT. 90297 on the Machinery of the Wood, Iron or Steel M/V "CIS BRONIG"

Tonnage { Gross 8400 Vessel built at Port Glasgow. By whom William Hamilton & Co. L^{td}. Year. Month. 1948 9
 Net { Engines made at Greenock. By whom J. G. Kincaid & Co. L^{td}. When 1948.
 Nominal { Boilers, when made (Main) ✓ (Donkey) 1948.
 Horse Power { Owners Th. Brüning Owners' Address _____
 No. of Main Boilers 2 Managers _____ (If not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 2 Port Falkland (Hawkegiam) Voyage _____
 Steam Pressure _____
 in Main Boilers _____
 in Donkey Boilers _____
 If Surveyed Afloat or in Dry Dock Afloat. (State name of Dock.) Fifth of Clyde.

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) M/Chy REPAIRS

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. 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? Not as far as known.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" " Donkey " " "

not, state for what reasons.

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?

State latest date of internal examination of each boiler.

Did the Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

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?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

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 oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft.

State the wear down in the

tern bush. Is electric light and/or power fitted?

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

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

It was stated that whilst on passage Greenock - Amba (light) & Amba - Hull (loaded) the two intermediate shaft bearings ran hot. The vessel was diverted to Greenock & the following examination repair carried out.

On Home - Engine - Intermediate & Intermediate - T/S couplings broken, shaft lifted & bearings examined. Both bearings were found wiped. To expedite repairs Messrs Kincaid decided to fit new blocks & bearings. Upon completion all checks were tested along with holding down bolts, they being found satisfactory. Shafting alignment checked & found correct. The vessel has now sailed on her destined voyage.

General 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, &c.; thus, for example, BS 9,11, B&MS 9,11 & LMC 9,11 or & LMC 149 lb., FD, &c.)

efficient & eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 29) £ 2 : 0 : 0

Special Damage or Repair Fee (if any) (per Section 29.) £ 5 : 5 : 0

Travelling expenses (if chargeable) £ : : 0

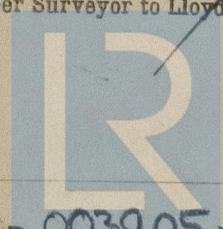
Committee's Minute

Assigned

Fees applied for 12th Nov. 1948. Received by me, 19

A. G. Sinclair

Engineer Surveyor to Lloyd's Register of Shipping.



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

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