

Rpt. 9

OCT. 1961

Date of writing report 25th October 1961

Received London

Port COLOMBO.

No. 5006 a

Survey held at Colombo.

No. of visits 13

First date 5/1/61

Last date 25/8/61

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 04736 Name S.S. "BRACONGLEN"

Gross tons 338

Date of build 3-1949

Owners GOVERNMENT OF CEYLON

Managers

Port of Registry COLOMBO.

Engines made Hull By Amos & Smith Ltd.

Type T 3Cy.

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers 1 SB W.P. 200 P.S.I. Spt.

No. of Aux./Donkey Boilers - W.P. -

Surveyed Afloat or in Dry Dock Both

Nature of Survey E.S., M.B.S. & T.S. C.L.

Was Damage Report issued? No Int. Cert.? Yes

Hull		Machinery	
+100Al Trawler		+LMC ES	1/57
SS	1/57	MBS	1/60
DS	1/60	TS CL	2/60
		SPS	1/57

YES. Last Report (For Head Office only)

NOW.

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 Good Wear Down of Stern Bushes Re-Wooded Oil Glands - Sea Connections good

Fastenings Good Has Screwshaft Tubeshaft been drawn? Yes Date of Examination 5/6/61 Has Shaft been changed? No.

Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? Yes. Approved oil gland? No.

MAIN ENGINES (Recip. Steam or I.C.)

1 Cyls., Covers, Pistons & Rods H.P., I.P. & L.P. Good

2 Valves & Gears H.P., I.P. & L.P. Good Also Reversing Engine Good.

3 Connecting Rods, Top Ends & Guides H.P., I.P. & L.P. Good

4 Crankpins & Bearings Eccentrics H.P., I.P. & L.P. Good

5 Journals & Bearings Centre H.P., I.P. & L.P. Good

6 Journals & Bearings ALL Good

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23 THRUST BLOCKS, SHAFTS & BEARINGS Good

24 INTERMEDIATE SHAFTS & BEARINGS Good

25 HOLDING DOWN BOLTS & CHOCKS Good

26 CONDENSERS (MAIN) Good

27

28

29 STOP & MANEUVRING VALVES Good

30 MAIN ENGINE DRIVEN PUMPS Air. 2 Bilge. 2 Feed All Good.

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES -

Have Main Engines been tested working and manœuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this ship, so far as now seen, is in good condition, eligible, in my opinion, to remain as classed and have fresh records of E.S. 1,61 when the electrical installation, pumping arrangements and fire extinguishing arrangements have been examined, M.B.S. 7,61 (now) and TS CL 6,61 (now) subject to any outstanding conditions of class being dealt with as previously recommended.

Date of Committee WEDNESDAY - 6 DEC 1961

Decision Deferred for comp ES.

50m,4,59 T. (MADE AND PRINTED IN ENGLAND)

but MBS 7.61

TS 6.61.



008753 - 008758 - 0089

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent

32 Essential Independent Pumps (Identify by position) Main Circulating, Boiler Feed, Boiler F.D. Fan, Port and Starboard Oil Fuel Burning. Oil Fuel Transfer

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

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

35 ~~XXXXXXXXXXXX~~ 36 ~~XXXXXXXXXXXX~~ 37 Heaters (state service) Upper & Lower O.F. Good. Upper & Lower Blr. Feed Good.

38 ~~XXXXXXXXXXXX~~ 39 ~~XXXXXXXXXXXX~~ 40 ~~XXXXXXXXXXXX~~

41 Oil Fuel Tanks (Not forming part of hull structure) None

42 Evaporators None 43 Have Evaporator Safety Valves been tested under steam? -

44 Steering Machinery Good 45 Windlass Good 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position) Steam Dynamo Engine Good. Diesel Generator Engine Good.

	ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
	PORT	STARBOARD	
a Generators			l 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 Good 10/2/61
22/7/61

Superheaters Good

Safety Valves Good

Mountings, Doors & Fastenings Good

Safety Valves Adjusted to { Sat. 200 P.S.I.
Spt. 200 P.S.I.

Boiler Securing Arrangements Good

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes Forced Circulating Pumps

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

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)

Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

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)

E.S. 1, 61 Major part of survey carried out in January 1961. (See Letter attached).

M.B.S. 7, 61 Subsequently to examining the boiler during February 1961, severe corrosion of the tubes took place due to the prolonged period in which the boiler was out of use, no attempts being made to preserve the boiler. On the 21st July, 1961, the Owners attempted to fill the boiler when it was found that several tubes were perforated. The boiler was again examined on the 22nd July and 14 plain tubes found corroded through at mid-length, the remainder being severely wasted.

Now Done:- All plain tubes 164 renewed, tube plates examined after removal of tubes and found satisfactory.

Boiler tested on completion of repairs and later examined under working conditions when all was found good. Repairs considered satisfactory.

LEAVE THIS SPACE BLANK

Engine	Survey fees	=	Rs. 1200.00
	M.B.S.	=	Rs. 400.00
	TS CL,	=	Rs. 200.00
	Repairs	=	Rs. 400.00
	Damage fee		
	Expenses...		Rs. 117.00

Date when A/c rendered 25th October 1961.