

Rpt. 9

Date of writing report 25th October 1961  
Survey held at Colombo.

Received London  
No. of visits 13

Port COLOMBO.  
First date 5/1/61

OCT. 1961  
No. 5006 a  
Last date 25/8/61

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 04736 Name S.S. "BRACONGLEN"  
Owners GOVERNMENT OF CEYLON Managers  
Engines made Hull By Amos & Smith Ltd. Type T 3Cy.  
No. of Main Engines 1 No. of Screws 1  
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

Records of Survey & Special Notations as per Register Book

YES. Last Report (For Head Office only)  
NOW.

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

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 H.P., I.P. & L.P. Good  
ALL Good  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
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 & MANOEUVRING VALVES Good  
30 MAIN ENGINE DRIVEN PUMPS Air. 2 Bilge. 2 Feed All Good.  
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES -

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.

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Register  
Foundation  
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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.

~~XXXXXXXXXXXX~~

PORT

ELECTRICAL EQUIPMENT  
STARBOARD

AUXILIARY EQUIPMENT

a Generators

b Exciters

c Air Coolers

d Motors

e Air Coolers

f Control Gear, Cables, etc.

g Insulation Resistance

h Insulating Oil Test

i Overspeed Governors

j Magnetic Couplings

k Air Gap

l Generators & Governors

m Motors

n Switchboards & Fittings

o Circuit Breakers

p Cables

q Insulation Resistance

r Steering Gear Generators and Motors

s Navigation Light Indicators

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

~~XXXXXXXXXXXX~~

~~XXXXXXXXXXXX~~

~~XXXXXXXXXXXX~~

~~XXXXXXXXXXXX~~

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.

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