

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

(Received at London Office)

14 MAY 1956

of writing Report 7.5.1956 When handed in at Local Office 19 Port of Rotterdam

Survey held at Rotterdam Date First Survey 16.4.56 Last Survey 19.4.1956 (No. of Visits 3)

on the Machinery of the Wood, Iron or Steel M/S "BANNISTER" (ex "SKELTINGUR")

Gross 297 Vessel built at Knottingley By whom J. Parker Rd. Year 1944 Month 8

Net 114 Engines made at Manchester By whom Crossley Bros. Ltd. When 1944

Rule 116 Boilers, when made (Main) (Donkey) ✓

in Boilers Owners BOKER AND KING LTD Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port London Voyage ✓

If Surveyed Afloat or in Dry Dock On slipway of Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

(State name of Dock.) Muns Wuf Waalham

Report No. Port

Hours of Examination and Repairs (if any) Condition - T.S.

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides in the body of the report, should be briefly summarised at the end of the report. State also the dates and any letters respecting this case.

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.

Has a 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?

Donkey

for what reasons? What parts of the Boilers could not be thus thoroughly examined?

What 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 date of internal examination of each boiler. Present condition of funnel(s).

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

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?

When referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

Complete.
Screw shaft placed on slipway. Propeller, under water fastenings in and found good.
Screw shaft drawn 2 in. Found shaft badly worn in way of stern bush and neck bush.
Screw shaft now carried out. New screw shaft made, fitted, stern bush reinstalled,
gland overhauled. New screw shaft marked: LLOYD'S NO 176 FS 30.4.56. EMD 19.4.56 ROT.

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 any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.)

Machinery of this vessel is in good condition and eligible in my opinion to be classed with first record of T.S. new 4.56 O.G.

Section 23) £ 50:— Fees applied for, 9.5.1956

Survey or Repair Fee (if any) £ : : Received by me, 19

Expenses (if chargeable) £ 8:00

Minute TUESDAY - 5 JUN 1956

S(N) 4.56

As new

Engineer-Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

010484-010494-0111

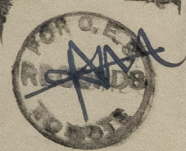
Is certificate required? If so, to be sent to

Docking. Screwshaft been found badly worn
~~and~~ and now renewed.

It is submitted that this
vessel is eligible for THE
RECORD, S(N) O.G. 4,56.

[Handwritten signature]

31 MAY 1956



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