

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

(Received at London Office _____)

17 DEC 1947

Date of writing Report 15.12.47 When handed in at Local Office 15.12.47 Port of GLASGOW

No. in Survey held at GRANGEMOUTH Date. First Survey 22nd May 47 Last Survey 7th Nov. 47 (No. of Visits 10)

on the Machinery of the Wood, Iron or Steel Twin Sc. "BAHR NAGASH" ex L.C.T. 976

Gross Tonnage 397 Vessel built at - By whom - When -

Net Tonnage 227 Engines made at COLCHESTER By whom DAVEY PAXMAN LTD. When -

Nominal Horse Power 115 Boilers, when made (Main) - (Donkey) -

No. of Main Boilers - Owners SABENN UTILITY CORPORATION Owners' Address -

No. of Donkey Boilers - Managers J.C. CAMPBELL ESQ., Port ADDIS ABABA Voyage -

Steam Pressure in Main Boilers - If Surveyed Afloat or in Dry Dock G'mth Dkyd. and afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Donkey Boilers - (State name of Dock.)

Last Report No. - Port -

Particulars of Examination and Repairs (if any) Classification

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.

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?

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

Donkey " " " "

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?

Date latest date of internal examination of each boiler. Present condition of funnel(s) Good

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? Yes Has it a continuous liner? No Is an approved oil retaining appliance fitted at the after end? No

Has the shaft now been changed? Yes If so, state reasons see below Has the shaft now fitted been previously used? No Has it a continuous liner? No

Is an approved oil retaining appliance fitted at the after end? No State date of examination of Screw Shaft 16-10-47 State the wear down in the stern bush Close

Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

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

NOW DONE: Vessel placed in dry dock. Tail shafts drawn and examined together with propellers stern tubes underwater fittings and sea cocks and valves. All placed in good order. Main engines and gear boxes satisfactorily refitted on board after overhaul at Makers works. All auxiliary engine cylinders, pistons covers, valves gears, connecting rods, top and bottom end bearings, crank shaft and main bearings examined and placed in order. Pumps and pumping arrangements examined and tested. Separate fuel tanks examined all placed in good order.

REPAIRS: The tail shafts were both found to be deeply corroded in way of the after bearing. The spare shafts were fitted. New propellers were fitted. On the port auxiliary engines Nos.1 and 2 cylinder liners and piston were found scored and were renewed. The cylinder cover of the starboard auxiliary was found cracked and was renewed. A new electrically driven centrifugal bilge pump was fitted in the Port Side of the engine room. On completion of repairs the main and auxiliary machinery was tried under working conditions and found satisfactory.

General Observations, Opinion, and Recommendation: The machinery of this vessel is in efficient

(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 or LMC 9,11 or LMC 140 lb., FD, &c.)

condition and eligible in our opinion to be classed with a record L.M.C. 11,47 and notation T.S.

Survey Fee (per Section 29) £ : : Fees applied for 19

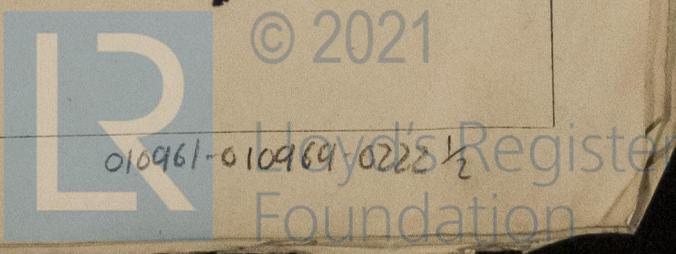
Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : : GLASGOW 16 DEC 1947

Committee's Minute Kept

Signed W.D.

M. Dale Engineer Surveyor to Lloyd's Register of Shipping.



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

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

"BAHR NAGASH"

ELECTRICAL INSTALLATION: A Special Survey of the electrical installation was carried out with a view to the vessel being classed with the Society.

The generators and switchboard overhauled and wiring for lighting in engine-room together with cables for capstan renewed. Due to alterations to the accommodation new fuse boards and wiring fitted. A new 5 HP. electrically driven bilge pump fitted at this time.

On completion of the above work the installation was examined and tested under working conditions; generators, motors and all circuits 'megger' tested. All found to be in good order.



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