

WRECK BAY
No. 169-2

No. 50378

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

NOV 28 1939

27 NOV 1939

Date of writing Report 19... When handed in at Local Office 19... Port of **HULL**

No. in Reg. Book. Survey held at **Hull** Date, First Survey **Nov. 17** Last Survey **18** 1939
29066 on the Machinery of the **Wood, Iron or Steel** "**MANGALORE**" (No. of Visits **2**)

Tonnage { Gross **8886** Vessel built at **Glasgow** By whom **G. Bonnell & Co. Ld.** Year. Month. When **1920 - 6**
Net **5476** Engines made at **Do.** By whom **Do.** When **1920**

Nominal Horse Power { **1147** Boilers, when made (Main) **1920** (Donkey)
No. of Main Boilers **2DB** Owners **Thos. & Jno. Brookbank Ld.** Owners' Address **Port Liverpool** Voyage **Do.**
25B Managers **Do.**

No. of Donkey Boilers **1** If Surveyed Afloat or in Dry Dock **King George Dock.** Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Steam Pressure in Main Boilers **200 lbs** (State name of Dock.)

in Donkey Boilers Last Report No. **108011** Port **Ln**

Particulars of Examination and Repairs (if any) **B.S. & S.R. List**

(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?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? PDE & SSE for.

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

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also 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 **Port aft D.E & Starboard SE 17.11.39.** Present condition of funnel(s) **Good**

Did the Surveyor examine the Safety Valves of the Main Boiler? **PDE & SSE only** To what pressure were they afterwards adjusted under steam? **Not adjusted**

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? **PDE & SSE only**, and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? **None**, and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? **PDE & SSE only**, and of the Donkey Boilers?

Has screw shaft now been drawn and examined? Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? If so, state reasons

Has the shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?

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

Has 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. **To Complete B.S. the starboard**

aft double ended boiler to examine in its entirety, all boilers to examine under steam and oil burning installation to examine under working conditions. It was stated this would be done at Middlesbrough.

Now Done:- Examined port aft double ended boiler and starboard forward single ended boiler internally and externally with all mountings, doors and fastenings.

Examined fuel burning installation and found same in good condition.

It was stated that port forward single ended boiler had been examined at London.

S.R. List: Nothing done to L.P. turbine at this time.

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, B.S. 9,11, B.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

Eligible to remain as classed with fresh record of B.S. 11, 39 on completion and subject to L.P. turbine being repaired at first opportunity.

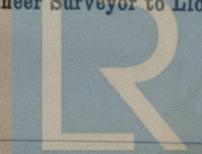
Survey Fee (per Section 29) **35** £ **7:0:0** Fees applied for **27 NOV 1939**
Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, **W.S. Shields**
Travelling expenses (if chargeable) £ : : **Engineer Surveyor to Lloyd's Register of Shipping.**

Committee's Minute
Assigned **All Work. Rpt.**

Insert Character of ship and Machinery precisely as in the Register Book

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

RETAIN



Lloyd's Register Foundation
W 432-0190