

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

No. 48214

(Received at London Office 25.11.1928)

Date of writing Report 13.7.1928 When handed in at Local Office 17.7.1928 Port of Glasgow
 No. in Reg. Book. 77484 Survey held at Glasgow Date, First Survey 8.6.28 Last Survey 13.7.1928
 on the Machinery of the Wood, Iron or Steel ~~SS~~ MANGALORE
 Tonnage Gross 9751 Net 6205 Vessel built at Glasgow By whom L. B. O'Neill & Co. Ltd. When 1920-6
 Nominal Horse Power 1147 Engines made at Glasgow By whom David Rowan & Co. Ltd. When 1928
 No. of Main Boilers 4 Boilers, when made (Main) 1920 Owners' Address (Donkey)
 Owners Thos & Jno Brocklebank Ltd Managers do Owners' Address (If not already recorded in Appendix to Register Book).
 No. of Donkey Boilers none Steam Pressure in Main Boilers 200 Port Voyage
 in Donkey Boilers ✓ Surveyed Afloat or in Dry Dock Swan W.D. (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Assigned or expired	Machinery and Boiler Surveys (including date of N.E., if any).
+100A1 10.24		LMC
SS 8.1.24		MS5,24
		BS6,27
		TS-426 CL
Fitted for oil fuel 6.30 F.P. above 150°F		

Last Report No. Port

Particulars of Examination and Repairs (if any) TNE & LMC

(Periodical Surveys, when held, must be reported in detail and variation 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? yes

Do. " Donkey " " "

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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? yes

To what pressure were they afterwards adjusted under steam? 205

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? yes

, and of the Donkey Boiler? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? none

, and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? yes

, and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? yes

Is it fitted with continuous liner? yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no

Has shaft now been changed? no 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Rewooded - close fit.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? To complete the survey the safety valves of the after port boiler require to be overhauled and re-adjusted under steam. This will be done at Liverpool. Surveyor advised.

NOW DONE. TNE The Metropolitan Vickers Plateau Turbines removed and Parsons Turbines fitted

The forward seating of both turbines moved one frame space forward to accommodate the longer casings and the new main condenser now fitted.

The airpumps and the bridge and ballast donkey moved to a different position to allow for the increased size of turbines and all the necessary connections remade.

The new turbines coupled to the original double reduction gear, satisfactorily secured, tried under steam and found good.

General Observations, Opinion, and Recommendation:— (See separate report on turbines, attached)

(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, or L.M.C. 9,11, 40 lb., F.P., &c.)

The machinery of this vessel is in good condition and eligible in my opinion to remain as classed with fresh record of TNE 7,28 and notation of screw shaft seen 7,28. Also record of LMC 7,28 when the survey is complete.

NOTE. Alteration in NHP. Makers of Engines. place and date, now as underlined in red at head of report.

Survey Fee (per Section 28) LMC £15 -
 Special Damage or Repair Fee (if any) (per Section 28.) £
 Travelling Expenses (if chargeable) £

Fees applied for 23.7.1928

Received by me 23.7.1928

Committee's Minute GLASGOW 24.11.1928

Assigned Deferred for completion of B.S.

+ N.E. 7,28.

Note Shaft.

Note Engine part.

S. C. D. Ains.

Engineer Surveyor to Lloyd's Register of Shipping.

TUE 9 OCT 1928

Lloyd's Register Foundation

W 432-0280 (1/2)

Continuation of Report No. 48214 dated 13-7-28 on the

25 JUL 1928

L.M.C. The stem bush, screw shafts, propeller and its fastenings. The gearing, thrust and tunnel shafts.

the air circulating feed bilge ballast and oil pumps.
the oil coolers. The sea cocks and valves and the
bilge connections and main steam pipes examined and
found in good condition. Stern bulk rewooded.

All boilers examined in their entirety, put into good condition and their safety valves adjusted under steam. The centre (low) manhole door of the after starboard boiler (after end) found slack now built up by electric welding and refitted.

The blowdown valve chest of the after port boiler found too deeply cut by refacing the seat. Chest now renewed. The safety valves of the after port boiler were found leaky when adjusted. It was arranged that they should be overhauled and re-adjusted at Liverpool.

Schwarz.

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