

Rpt. 9

Date of writing report 5.11.55.

Received London 16 NOV 1955

Port GREENOCK.

No. 25504

Survey held at PORT GLASGOW.

No. of visits 9.

First date 19.9.55

Last date 26.10.55.

## REPORT OF PERIODICAL SURVEYS &amp; REPAIRS OF MACHINERY

No. in R.B. 04250 S.S. Name "BRIGADIER" Gross tons 268 Date of build 11-1942

Owners STEEL &amp; BENNIE LTD. Managers Port of Registry GLASGOW.

Engines made 11-1942. By SWAN HUNTER &amp; WIGHAM RICHARDSON NISLE Type TRIPLE EXPANSION STEAM.

No. of Main Engines 1 No. of Screws 1  
No. of Main Boilers 1 SB. W.P. 200 lbs/o.

No. of Aux./Donkey Boilers - W.P. -

Surveyed Afloat or in Dry Dock BOTH PORT GLASGOW D.D.

Nature of Survey DD: PART MBS: O.F. CONVERSION.

Was Damage Report issued? No Int. Cert.? No.

Last Report (For Head Office only)

Records of Survey &amp; Special Notations as per Register Book

Hull	Machinery
BS* for towing 3.55	MBS* 1.52
SS/RV. 1.52	BLS. 3.55
	TSOG 3.55
	SPS. 1.52

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 NOT TAKEN Oil Glands + Sea Connections GOOD

Fastenings GOOD Has Screwshaft/Tubeshaft been drawn? No Date of Examination Has Shaft been changed?

Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBORD

1 Cyls., Covers, Pistons &amp; Rods GOOD

2 Valves &amp; Gears GOOD

3 Connecting Rods, Top Ends &amp; Guides Side GOOD

Centre GOOD

4 Crankpins &amp; Bearings Side GOOD

Centre GOOD

5 Journals &amp; Bearings GOOD.

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons &amp; Rods

7 Connecting Rods &amp; Top Ends

8 Crankpins &amp; Bearings

9 Journals &amp; Bearings

10 Coolers &amp; Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons &amp; Rods

12 Connecting Rods &amp; Top Ends

13 Crankpins &amp; Bearings

14 Journals &amp; Bearings

15 Levers

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings &amp; Thrusts

EXHAUST STEAM TURBINES (WUOL REOP. ENGINES)

STEAM COMPRESSORS

CLUTCHES &amp; HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS &amp; BEARINGS

INTERMEDIATE SHAFTS &amp; BEARINGS

25 HOLDING DOWN BOLTS &amp; CHOCKS GOOD

26 CONDENSERS (MAIN &amp; AUX.) GOOD

27 STEAM RE-HEATERS

28 DE SUPERHEATERS

29 STOP &amp; MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS GOOD

31 CRANKCASE DOORS &amp; EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring? YES.

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel so far as now seen is in efficient condition and eligible in my opinion to remain as classed with fresh record of survey MBS\* MS 10.55 when the survey is complete. with the additional notation "fitted for oil fuel 10.55 P.P. above 150°F." + alteration to shaft rotating of TS with date 3.55.55

Date of Committee

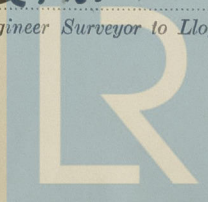
GLASGOW 15 NOV 1955

Decision

As now fitted for oil fuel 10.55 P.P. above 150°F.

30m, 5.54. T.

Noted for London

L. R. Monte 2020  
Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation

002522-002528-0196 V2



32 Essential Independent Pumps (Identify by position) MAIN CIRCULATING PUMP : GOOD.

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 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety devices - Main

40 Oil Fuel Tanks (Not forming part of hull structure)

41 Evaporators 42 Have Evaporator Safety Valves been tested under steam?

43 Steering Machinery GOOD 44 Windlass GOOD 45 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT	
PROPULSION	PORT	STARBOARD	
a Generators			1 Generators & Governors <u>GOOD</u>
b Exciters			
c Air Coolers			m Motors
d Motors			
e Air Coolers			n Switchboards & Fittings <u>GOOD</u>
f Control Gear, Cables, etc.			o Circuit Breakers <u>GOOD</u>
g Insulation Resistance			p Cables <u>GOOD</u>
h Insulating Oil Test			q Insulation Resistance <u>GOOD</u>
i Over-speed Governors			r Steering Gear Generators and Motors
j Magnetic Couplings			s Navigation Light Indicators
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN AUXILIARY, DONKEY or PRESS

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to Sat. Spn.

Boiler Securing Arrangements

Main Economisers

Steam Heated Steam Generators

Were Oil Burning System & Remote Controls examined working in accordance with Rules?

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?

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)

Now done for repairs (wear and tear):- Engine driven bilge ram pumps both relief valve springs renewed. Circulating pump spare in bell shaft fitted. Main engine IP valve done bush renewed. Minor repairs effected.

+ The oil gland at present fitted to the tailshaft of this vessel is not of an approved type. The oil gland was examined, tested and found to be oil tight. The Chief Engineer reports no excessive use of stem gland oil.

The Superintendent states that the special survey on the machinery will be completed at vessel's next drydocking at the beginning of next year.

Now done for conversion to Oil Fuel:- Now placed on board as per Rules, approved plan and Secretary's letter, oil burning unit by Whites Marine Engine

Survey fees Part MBS £14  
Oil Fuel conversion £20  
to see survey £3.

Damage fee  
Expenses...

Date when A/c rendered 10th Nov. 1955

Rpt. 9a

Port of Greenock

Continuation of Report No. 25504 dated 5th NOVEMBER 1955. on the

"BRIGADIER"

(2).

Go Ltd Contract No. 1745 LLOYDS No 30564 FNT 16:9:55 with G & S Weir pumps Nos. 285839 and 285840 and Whites furnace with together with Owner's second hand duplex transfer pump ex "Vanellus" and all necessary fittings.

Oil fuel suction lines and hot oil lines tested as per Rules requirements, examined under working conditions and found satisfactory.

Heating coils fitted in port and starboard oil fuel tanks tested as per Rules requirements and found satisfactory. Drains from heating coils led to observation tank situated in stokehold.

Diesel oil lighting up tank of approximately 120 gallons capacity hung below deck head on port side of stokehold and fitted with filling connection to deck, air pipe to deck and spring loaded self closing discharge valve to Whites system mixing tank. Saw all fitted below lighting up tank with drain to oily bilge.

Steam smothering perforated pipes installed below boiler, along alleyway to engine room. A further perforated pipe is fitted in after oily bilge abaft the cross bulkhead and is isolated from the stokehold smothering pipes by a valve with extended spindle.

On 10 gallons and two 2 gallons chemical fire extinguishers one saw it bin and one hose connection and canvas hose with jet and spray nozzle placed on board.

All extended spindles fitted as per Rules. No funnel dumper or lead pipes fitted.

All openings to stokehold and engine room fitted with means of closing as per Rules.

The whole fire extinguishing system complies with Chapter F of the Rules, was examined and tested in conjunction with M.O.T. Surveyor and found satisfactory.

The bilge main suction connection to the G.S. pump was blanked off and an additional suction was fitted to the oil fuel transfer pump for pumping of engine room and boiler room clean bilges as well as oily bilges.

On completion the whole oil burning system, main and auxiliary machinery including windlass, steering engine and pumping arrangements were examined and tested under working conditions and found satisfactory.

L. R. Moran.