

Rpt. 9

Date of writing report 6.9.60

Received London

Port GLASGOW

No. 91661

Survey held at Bowling

No. of visits 6

First date 28.6.60

Last date 1.9.60

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. ⁵³²⁶⁷ ~~03252~~ S.S. Name **"BANNROSE"** Gross tons 489 Date of build 1925-7
 Owners **Thorn Line Ltd.** Managers **S. William Coe & Co. Ltd.** Port of Registry **Liverpool**
 Engines made 1925 By **J. Lewis & Sons Ltd.** Type **T 3 cy. 12.1/2" 21" & 34" x 24"**

No. of Main Engines 1 No. of Screws 1
 No. of Main Boilers 1 SB W.P. 180 lb.
 No. of Aux./Donkey Boilers --- W.P. ---

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+ 100A1	+ LMC
DS 10,59	ES 9,56
SS(DR) 7,51	MBS 10,59
SS 9,56	TSCL 9,58
	SPS 9,56
N.S.	

Surveyed Afloat or in Dry Dock **Afloat & on Slipway**
 Nature of Survey **MBS, Docking, Gen. Exam.**
 Was Damage Report issued? **No** Int. Cert.? **Yes**
 Last Report (For Head Office only)

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 † 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 **5/32"** Oil Glands **-** Sea Connections **-**
 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 STARBOARD
 1 Cyls., Covers, Pistons & Rods
 2 Valves & Gears
 3 Connecting Rods, Top Ends & Guides { Side / Centre
 4 Crankpins & Bearings { Side / Centre
 5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS
 6 Cyls., Covers, Pistons & Rods
 7 Connecting Rods & Top Ends
 8 Crankpins & Bearings
 9 Journals & Bearings
 10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS
 11 Cyls., Covers, Pistons & Rods
 12 Connecting Rods & Top Ends
 13 Crankpins & Bearings
 14 Journals & Bearings
 15 Levers

SCAVENGE BLOWERS
 SUPERCHARGERS
 MAIN TURBINES
 16 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
 STEAM COMPRESSORS
 CLUTCHES & HYDRAULIC COUPLINGS
 REDUCTION GEARING
 THRUST BLOCKS, SHAFTS & BEARINGS
 INTERMEDIATE SHAFTS & BEARINGS
 HOLDING DOWN BOLTS & CHOCKS
 CONDENSERS (MAIN & AUX.)
 STEAM RE-HEATERS
 DE-SUPERHEATERS
 STOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS
 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES
 Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS **The machinery of this vessel, so far as now seen, is in safe working condition and eligible, in our opinion to remain as classed with fresh record of MBS 9.60 now.**

Date of Committee **GLASGOW 20 SEP 1960**
 Decision **MBS 9,60**

0,55. T. (MADE AND PRINTED IN ENGLAND.)

P. Brodie © 2021
 Engineer Surveyor to Lloyd's Register of Shipping
 (P. BRODIE & S. DINNEN)

Lloyd's Register Foundation

Noted for [unclear]

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If certificate is required state where to be sent

