

Rpt. 9

Date of writing report _____ Received London _____ Port BELFAST No. 17095
Survey held at COLRAINE Co. ANTRIM No. of visits 1 First date 3rd MARCH 1962 Last date 3rd MARCH 1962

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 03385 Name S.S. "BANNTRADER" Gross tons 489 Date of build 3-1920
Owners THORN LINE LTD Managers S. WILLIAM COE & CO. LTD. Port of Registry LIVERPOOL
Engines made 3.20 By J. LEWIS & SONS LTD ABERDEEN Type T. 3GI
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 1 SB W.P. 180 lb/sq. in
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Afloat
Nature of Survey Boiler Repairs
Was Damage Report issued? No Int. Cert.? YES
Last Report (For Head Office only) 158088 LW

| Hull | Machinery |
|-----------|--------------|
| * 100 A 1 | * L.M.C. |
| SS 10.57 | ES 10.57 |
| DS 8.61 | M.B.S. 8.61 |
| | TS (CL) 9.60 |
| | SPS 8.61 |

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 | Wear Down of Stern Bushes | Oil Glands | Sea Connections |
|---|---|---------------------------|-------------------------|-----------------|
| Fastenings | Has Screwshaft/Tubeshaft been drawn? | 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 | | | | |
| 16 SCAVENGE BLOWERS | | | | |
| 17 SUPERCHARGERS | | | | |
| MAIN TURBINES | | | | |
| 18 Casings, Rotors, Blading, Bearings & Thrusts | | | | |
| 19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES) | | | | |
| 20 STEAM COMPRESSORS | | | | |
| 21 CLUTCHES & HYDRAULIC COUPLINGS | | | | |
| 22 REDUCTION GEARING | | | | |
| 23 THRUST BLOCKS, SHAFTS & BEARINGS | | | | |
| 24 INTERMEDIATE SHAFTS & BEARINGS | | | | |
| 25 HOLDING DOWN BOLTS & CHOCKS | | | | |
| 26 CONDENSERS (MAIN & AUX.) | | | | |
| 27 STEAM RE-HEATERS | | | | |
| 28 DE-SUPERHEATERS | | | | |
| 29 STOP & MANŒUVRING VALVES | | | | |
| 30 MAIN ENGINE DRIVEN PUMPS | | | | |
| 31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES | | | | |

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel, so far as now seen is in good condition and eligible, in my opinion, to remain as now classed without fresh record of survey.

Have Main Engines been tested working and manœuvring? Yes

- 32 Essential Independent Pumps (*Identify by position*).....
- 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 Auxiliary.....
- 41 Oil Fuel Tanks (*Not forming part of hull structure*).....
- 42 Evaporators..... 43 Have Evaporator Safety Valves been tested under steam?.....
- 44 Steering Machinery..... 45 Windlass..... 46 Fire Extinguishing Arrangements.....

AUXILIARY ENGINES (*Identify by position*).....

| PROPULSION | | ELECTRICAL EQUIPMENT | |
|------------|----------------------------|----------------------|---------------------------------------|
| PORT | | STARBOARD | AUXILIARY EQUIPMENT |
| a | Generators | | l Generators & Governors |
| b | Exciters | | |
| c | Air Coolers | | m Motors |
| d | Motors | | |
| e | Air Coolers | | n Switchboards & Fittings |
| f | Control Gear, Cables, etc. | | o Circuit Breakers |
| g | Insulation Resistance | | p Cables |
| h | Insulating Oil Test | | q Insulation Resistance |
| i | Overspeed 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. Spt. | |
| Boiler Securing Arrangements | |
| Main Economisers | Exhaust Gas Heated Economisers |
| Steam Heated Steam Generators | Steam Generator Safety Valves Adjusted to |
| Were Oil Burning System & Remote Controls examined working in accordance with Rules? | Forced Circulating Pumps |
| Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? | Funnel |

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*)

BOILER REPAIR

Attended at the request of the Owners on account of a reported tube leak in the main boiler.

The fires were drawn and combustion chambers examined. Three tubes in the starboard combustion chamber found to have small leaks between the tube and tube plate. These tubes were re-expanded and the leaks were stopped.

The boiler was generally examined externally and considered to remain efficient.

LEAVE THIS SPACE BLANK

Survey fees
Boiler Repair £ 4 - 0 - 0

Damage fee ...
Expenses... £ 2 - 2 - 5

Date when A/c rendered 6/3/62

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Lloyd's Register
Foundation

Boiler repair
It is submitted that this
report should remain
as CLASSIFIED.

4/3/62