

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

28 FEB 1953

Date of writing Report 19... When handed in at Local Office 27. 2. 1953 Port of Belfast
 No in g. Book. Survey held at Belfast Date. First Survey 5th February Last Survey 14th Feb 1953
 (No. of Visits 2)

1753 on the Machinery of the Wood, Iron or Steel SS. BANNROSE

Gross 377 Vessel built at PAISLEY By whom BOW, McLELAND AND CO. LTD Year. Month. When 1924 9
 Net 143 Engines made at ABERDEEN By whom A. HALL AND CO. LTD When 1924 9
 Nominal 67 Boilers, when made (Main) 1924 (Donkey) ✓
 Horse Power 1 Owners S. WILLIAM COE AND CO. LTD Owners' Address ✓
 of Main Boilers ONE Managers ✓ Port LIVERPOOL Voyage BELFAST TO PRESTON
 of Donkey Boilers NONE If Surveyed Afloat or in Dry Dock BOTH CLARENDON DOCK
 Steam Pressure— (State name of Dock.) CLARENDON DRY DOCK
 in Main Boilers 150 lb
 in Donkey Boilers ✓

st Report No. Port
 Particulars of Examination and Repairs (if any) FAR PART B.S. AND GENERAL EXAM.
 Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the
 of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on
 of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides
 g detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and
 ials of any letters respecting this case

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 ✓
 a damage report made by anyone else? If so, by whom? ✓
 the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes
 " " Donkey " " " ✓
 ot, state for what reasons? ✓ What parts of the Boilers could not be thus thoroughly examined? ✓
 at 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? ✓
 se latest date of internal examination of each boiler Present condition of funnel efficient.
 the Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? 180 lbs/sq.
 the Surveyor examine the Safety Valves of the Donkey Boilers? ✓ To what pressure were they afterwards adjusted under steam? ✓
 the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes, and of the Donkey Boilers? ✓
 the Surveyor examine the drain plugs of the Main Boilers? None Fitted, and of the Donkey Boilers? ✓
 the Surveyor examine all the mountings of the Main Boilers? yes, and of the Donkey Boilers? ✓
 the screw shaft now been drawn and examined? No Has it a continuous liner? ✓ Is an approved oil retaining appliance fitted at the after end? ✓
 shaft now been changed? ✓ If so, state reasons. ✓ Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓
 n approved oil retaining appliance fitted at the after end? ✓ State date of examination of Screw Shaft ✓ State the wear down in the
 tern bush. 3/32 Is electric light and/or power fitted? ✓ If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓
 the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓
 ine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done. The survey was not completed, due
 the owner deciding to sell the vessel for scrap to the British Iron and Steel Corporation at Preston.
 Terin Certificate issued. (See Report 8 now forwarded)
 Now Done.

Vessel placed in dry dock, propeller and outside fastenings of stern bush and sea connections
 examined.
 Main Boilers examined internally and externally under steam together with all manhole doors and
 mountings. Safety valves adjusted under steam as stated above.
 A number of repairs were recommended to the boiler as follows, cropping of the port and
 inboard Combustion Chamber back plates in way of the outboard knuckles, also the sections of the port and
 inboard furnace battlements which were grooved. The repairs were not carried out, but the boiler
 as considered efficient for the voyage from Belfast to Preston.

General Observations, Opinion, and Recommendation.—

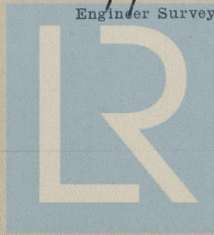
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and
 also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11, LMC 9,11 or
 LMC 140 lb., FD, &c.)
 CS 3,34
 This report is forwarded for the information of the Committee.

Survey Fee (per Section 29) B.S. £ 5 : 0 : 0 Fees applied for 27. 2. 1953
 Special Damage or Repair Fee (if any) £ : : Received by me,
 (per Section 29.) £ : : 19
 Selling expenses (if chargeable) £ : :

Committee's Minute
 Signed

R. Knapp

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation

Insert Character of Ship and Machinery Precisely as in the Register Book.

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