

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)

2753 on the Machinery of the Wood, Iron or Steel S.S. BANNROSE

Gross 377 Vessel built at PAISLEY By whom BOW, M'LACHLAN AND CO. LTD When 1924 9
Net 143 Engines made at ABERDEEN By whom A. HULL AND CO. LTD When 1924 9
Nominal 67 Boilers, when made (Main) 1924 (Donkey) ✓
Horse Power Owners S. WILLIAM COE AND CO LTD Owners' Address ✓
(if not already recorded in Appendix to Register Book.)
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
Working Pressure— (State name of Dock.) CLARENDON DRY DOCK
on Main Boilers 180 lb
on Donkey Boilers ✓

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 nature 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.

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.

Has a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time? Yes.

Did the Surveyor personally go inside each Donkey Boiler separately and make a through examination at this time? Yes.

What parts of the Boilers could not be thus thoroughly examined?

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?

What is the latest date of internal examination of each boiler? Present condition of funnel Efficient.

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 180 lbs/sq.

Did the Surveyor examine the Safety Valves of the Donkey Boilers? Yes 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 Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? None fitted and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers?

Has 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?

Has the screw shaft now been changed? If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the stern bush.

Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

When parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

If the 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 to the owners deciding to sell the vessel for scrap to the British Iron and Steel Corporation at Preston.

Survey Certificate issued. (See Report & 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 brackets, also the sections of the port and inboard furnace battlements which were grooved. The repairs were not carried out, but the boiler was 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) (per Section 29.) £ : : Received by me, R. Knapp

Printing expenses (if chargeable) £ : : 19. Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Signed

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned how expired.	Machinery and Boiler Surveys (including date of N.B., if any)
100A.1-11,51		L.M.C. 9, 48
SS. 22K - 9, 48(00)		B.S. 9, 51
I.D.K.		T.S.(C.L.) N, 9, 51

CARGO BATTENS NOT FITTED.



Insert Character of Ship and Machinery Precisely as in the Register Book. Is a Certificate required? If so, to be sent to

