

## Report of Survey for Repairs, &amp;c., of Engines and Boilers.

Date of writing Report *Mar 6 40* When handed in at Local Office *Mar 6 40* Port of *New York*  
 No. in Reg. Book. *21175* Survey held at *New York* Date, First Survey *Jan 20<sup>th</sup>* Last Survey *Feb 16<sup>th</sup>* 1940  
 (No. of Visits *12*)  
 Tonnage { Gross *6327* Vessel built at *Sunduland* By whom *H. Dufford & Sons, Ltd.* When *1924 5*  
 Net *3935* Engines made at *"* By whom *"* When *1924*  
 Nominal Horse Power *640* Boilers, when made (Main) *(Donkey) 1924-1938*  
 No. of Main Boilers *1* Owners *G. S. Chagany & Co.* Owners' Address *As usual*  
 No. of Donkey Boilers *3* Managers *L. S. Chagany* (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers *125 lb.* Port *0310* Voyage  
 in Donkey Boilers *125 lb.* If Surveyed Afloat or in Dry Dock *On Board* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. *Port* Particulars of Examination and Repairs (if any) *See CS 2.40 DBS*

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause 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.)

In 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 *Not required*

Was a damage report made by anyone else? If so, by whom? *Indemnities*

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

" " Donkey " " " *Yes*

If this was not done, state for what reasons? *Not done*

And what parts of the Boilers could not be thus thoroughly examined? *Not done*

Also 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? *Not done*

State latest date of internal examination of each boiler *8/2/40* Present condition of funnel *Good*

Did the Surveyor examine the Safety Valves of the Main Boiler? *Yes* To what pressure were they afterwards adjusted under steam? *125 lbs.*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes* To what pressure were they afterwards adjusted under steam? *125 lbs.*

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? *Yes* and of the Donkey Boilers? *Yes*

Did the Surveyor examine the drain plugs of the Main Boilers? *Yes* and of the Donkey Boilers? *Yes*

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

Has screw shaft now been drawn and examined? *Yes* Is it fitted with continuous liner? *Yes* Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? *Yes*

Has shaft now been changed? *Yes* If so, state reasons *Yes*

Has the shaft now fitted been previously used? *Yes* Has it a continuous liner? *Yes* Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? *Yes*

State date of examination of Screw Shaft *8/2/40* State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft *8"*

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and power fitted? *Yes*

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? *Yes*

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done *68 case.*

*It is stated that the main engine scavenging pump crank shaft broke on Jan 15<sup>th</sup> 1940 while on a voyage from India to New York.*

*Upon examination the crank shaft was found broken through the after journal.*

*The bedplate cracked in way of N°3 & 4 main bearings & N°4 main bearing bolt & bolts broken.*

*Repairs now done: the main engine crank shaft removed to shop. Scavenging*

*crank removed coupling bolts & balance weight bolts removed, entire crank*

*shaft tied in lathe for truing, after coupling face of N°4 piston & forward coupling*

*face of thrust shaft corrected and faced. Bedplate in way of N°3 & 4 main*

*bearings patched with steel plates & fitted bolts. N°3 main bearing bolt & bolts, 170*

*General Observations, Opinion, and Recommendation:—The machinery of this vessel is*

*(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, R.S. 9,11, H.&M.S. 9,11, & L.M.C. 9,11, or*

*ELMC 140 lb., F.D., &c.)*

*eligible for my opinion to remain as now classed with full word of*

*ELMC CS 2.40 & DBS (P) 2.40. Subject to the main engine bedplate &*

*upon being specially examined on the vessel return to New York from*

*the present voyage to the Far East.*

Survey Fee (per Section 29) *\$50.00* Fees applied for *Mar 7 1940*

Special Damage & Repair Fee (if any) *\$200.00* Received by me, *W. J. Law*

Travelling expenses (if chargeable) *\$10.00* 10

Committee's Minute *NEW YORK MAR 6 - 1940*

Assigned *W. J. Law CS. 2.40 DBS (P) 2.40*

*Subject*

*W234-0011*

*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



New York.

Continuation of Report No. 39953

dated Mar 6, 1940

on the

"BRAGANZA"

Unwed, N<sup>o</sup> 3 bottom half of main bearing unmetaled, crank shaft bedded in & lined true.

All cylinder assembly removed to shop & examined. N<sup>o</sup> 1 lined & found cracked & unwed. pistons & valves overhauled & placed in good order. N<sup>o</sup> 3 & 4 side crosshead beams unmetaled, seawater joints. crosshead bolt & pin tied up & beams unmetaled. 5 sleeve bearings for cam shaft unmetaled.

As CS:- All main engine cylinders lined, pistons, rods, valves, transverse beams & bearings, center & side crossheads & guides, crank & thrust shaft examined. Starb (outboard) compressed cylinders, pistons, rods, heads & valves, and crank shaft examined. Main engines tried under working conditions & found satisfactory.

But donkey boiler examined internally & externally & found in good condition, all mountings & steam pipes found good. Oil fuel installation examined under working conditions & found satisfactory. Safety valves adjusted under steam to 125 lbs.

It is recommended that the main engine bedplate repairs be specially examined on the vessel's return to New York from the present voyage to the Far East.

H.B.



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