

Rpt. 9

Date of writing report 12th Dec. 1959

Received London

Port FALMOUTH

No. 13655

Survey held at King Harry Ferry, River Fal

No. of visits 7

First date 1 Nov.

Last date 4th Dec. 1959

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.E. 04937 Name M.V. "BRITISH GENIUS" Gross tons 8560 Date of build 1939 - 1
Owners BP Tanker Co. Ltd. Managers - Port of Registry London
Engines made 1939 By Wm. Doxford & Sons Ltd. Type Oil Engine 2S 4cy
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers none W.P.
No. of AMX/Donkey Boilers 2 W.P. 150 lbs
Surveyed Afloat or in Dry Dock afloat
Nature of Survey CS, DBS
Was Damage Report issued? No Int. Cert.? Yes
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
*100 AL	*LMC-CS 6,57
3,58	DBS 3,58
ss 6,57	TS(CL) 3,58
	SPS 6,57
	Oil Engine

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 for I.C.) PORT

STARBOARD

1 Cyls., Covers, Pistons & Rods No. 3 good

2 Valves & Gears No. 3 good

3 Connecting Rods, Side No. 3 good
Top Ends & Guides Centre No. 3 good4 Crankpins & Bearings, Side No. 3 good
Centre No. 3 good

5 Journals & Bearings Nos. 3 & 4 good

MAIN ENGINE DRIVEN AIR COMPRESSORS

1 Cyls., Covers, Pistons & Rods

2 Connecting Rods & Top Ends

3 Crankpins & Bearings

4 Journals & Bearings

5 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

1 Cyls., Covers, Pistons & Rods

2 Connecting Rods & Top Ends

3 Crankpins & Bearings

4 Journals & Bearings

5 Levers

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

1 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 as seen is in good condition and eligible in my opinion to remain as classed with fresh records of CS with date when the survey has been completed and DBS 12,59 when the defective tubes in the Port donkey boiler have been renewed.

Date of Committee

Decision

3,58 T. (MADE AND PRINTED IN ENGLAND)

Noted

Header

(DBS record with 11.1)

Engineer Surveyor to Lloyd's Register of Shipping
T.L. PALMER

002449-002456-0119

32 Essential Independent Pumps (Identify by position) Aux jacket cooling (ME); Sanitary/bilge; Ballast; all good
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 Inboard and steam engine - good
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) Oil engine good

ELECTRICAL EQUIPMENT

PROPULSION	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 P&S good. Latest date internal examination 13th Nov. 1959
Superheaters none
Safety Valves good
Mountings, Doors & Fastenings good
Safety Valves Adjusted to { Sat.
Spt.
Boiler Securing Arrangements Exhaust Gas Heated Economisers
Main Economisers Steam Generator Safety Valves Adjusted to
Steam Heated Steam Generators yes, good Forced Circulating Pumps
Were Oil Burning System & Remote Controls examined working in accordance with Rules? none Funnel good
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? none

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)

REPAIRS - Wear & Tear
Main Engine - Crankshaft 'dog leg' coupling - two bolts found broken and renewed. Remainder checked for tightness and found good.
Auxiliary Oil Engine - camshaft drive gear wheel and lubricating oil pump drive gear wheel renewed.
Auxiliary Jacket cooling pump (ME) - New bucket rings fitted.

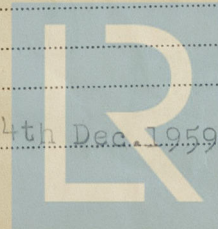
(Port) Donkey Boiler - Several tubes in wing furnaces and approximately 50 tubes in centre gas pass re expanded to make tight. Gauge column lower breast cock extension piece renewed in brass and marked - 300 lbs. 23-11-59 TP. Boiler subjected to hydraulic test on completion of repairs and found tight. On raising steam several tubes found to be leaking and stoppers were fitted. It was stated that vessels commitments did not allow for renewing of defective tubes at this time.

(Stbd) Donkey Boiler - 8 screwed combustion chamber stays renewed (2 inner wing, 2 centre, 4 outer wing on bottom rows). It was stated by Chief Engineer that boiler was subjected to hydraulic test on completion of repairs and found tight.

Survey fees CS £31:0:0
DBS £16:0:0

Damage fee ...
Expenses... £2.12.0

Date when A/c rendered 14th Dec. 1959



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