

Rpt. 9

27 JUN 1958

17 JUL 1958

Date of writing report

Received London

Port

NEWCASTLE-ON-TYNE

No.

115360

Survey held at Wallsend

No. of visits 11

First date 28.5.58

Last date 19.6.58

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 04651 S.S. "BRITISH RESOLUTION" Gross tons 8421 Date of build 8.1937
Owners B.P. Tanker Co. Ltd. Managers - Port of Registry London
Engines made Sld. By Wm. Duxford & Sons Ltd. Type Oil Eng. 2 SA 4 Cyl. 600 x 2320 m.m.
No. of Main Engines 1 No. of Screws 1 Records of Survey & Special Notations as per Register Book
No. of Main Boilers - W.P. -
No. of Donkey Boilers 2 W.P. 150 lbs./sq.in.
Surveyed Afloat or in Dry Dock Both
Nature of Survey
Was Damage Report issued? Int. Cert.? Yes
Last Report (For Head Office only)

Hull	Machinery
* 100 A1	* LMC.
Carrying Petroleum in Bulk.	Engs. 6.56
Nvo. (Dr) 6.56	BS d 6.57
Dkg. 5.57	T.S.C.L. 6.56
	S.P. 6.56

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 Propeller **Good** Wear Down of Stern Bush **7/64"** Oil Glands - Sea Connections -
Fastenings **Good** Has Screwshaft been drawn? **No** 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
4 Crankpins & Bearings Side
5 Journals & Bearings Centre
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 & MANOEUVRING VALVES
30 MAIN ENGINE DRIVEN PUMPS
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES
Have Main Engines been tested working and manoeuvring? **Yes**
OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel, so far as now seen, is in a safe working condition and eligible, in my opinion, to remain as classed with fresh record of D.B.S. 6.58 and without special condition regarding M.E. scavenge pump piston by 6.58.

TUESDAY 22 JUL 1958

Date of Committee

Decision

As now without spl etc
D.B.S. 6.58

50m, 6.56. T. (MADE AND PRINTED IN ENGLAND.)

Noted
for
Header

Engineer Surveyor to Lloyd's Register of Shipping

T.P. GIBBESON.

If certificate is required state where to be sent.

32 Essential Independent Pumps (Identify by position).....

33 Budge, 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.....

47 Steam smothering in boiler engine rooms.

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

48.....

49.....

50.....

ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT	
PROPULSION	PORT	STARBOARD	
a Generators.....			1 Generators & Governors.....
b Exciters.....			2 Motors.....
c Air Coolers.....			3 Switchboards & Fittings.....
d Motors.....			4 Circuit Breakers.....
e Air Coolers.....			5 Cables.....
f Control Gear, Cables, etc.....			6 Insulation Resistance.....
g Insulation Resistance.....			7 Steering Gear Generators and Motors.....
h Insulating Oil Test.....			8 Navigation Light Indicators.....
i Overspeed Governors.....			
j Magnetic Couplings.....			
k Air Gap.....			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN.....

Superheaters.....

Safety Valves.....

Mountings, Doors & Fastenings.....

Safety Valves Adjusted to Sat.....

Spt.....

Boiler Securing Arrangements.....

Main Economisers.....

Steam Heated Steam Generators.....

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes.....

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?.....

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main.....

Were Copper Pipes annealed?.....

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)

S.R.L. M.E. scavenge pump pistons by 6.58.

Now Done. New scavenge pump piston now fitted and found satisfactory.

It is recommended that this item be now deleted from S.R.L.

ENGINE REPAIRS :- Lower piston unit in No. 1 cylinder renewed and parts in this cylinder generally overhauled and checked.

BOILER REPAIRS :- Port Boiler. Wastage on back tube plates in way of margin tubes in port and starboard combustion chambers. Tubes removed as required. 6 stay tubes and 3 plain tubes for access and tube plate built up in way. Wastage at radius on inboard sides of tube plate flanges of Port and Starboard combustion chambers built up on water side; where wasted on outboard sides compensated on fire side by welded pads. Rivet heads and sections of plate built up as required on Port and Starboard combustion chamber bottom where wasted. Tube plate in way of bridle stay on port combustion chamber built up where wasted. Furnaces also built up on crowns and side where pitted. 7 combustion chamber stays renewed. Stay tube expanded and leaky seam caulked in port wing back end, as required. Internal feed pipe secured by clips.

Starboard Boiler. Pads welded in Port and Starboard combustion chambers on fire side to compensate for wastage at radius of flange of back plates and tube plate.

Survey fees.....

Boiler Repairs...£5. 5. 0.

Damage fee.....

Expenses.....

Date when A/c rendered.....

30 JUN 1958

pt. 9a

Port of

NEWCASTLE-ON-TYNE.

Continuation of Report No. 115360. dated

on the

"BRITISH RESOLUTION".

near bottom inboard and outboard sides on water sides. Furnaces built up on crowns and sides where wasted. One combustion chamber stay renewed. A number of tubes, plain and stay expanded in back ends, and some leaky seams and rivets caulked as required. Tube plate in way of bridle stay on Port and Starboard combustion chambers built up where wasted.

Ros. P. Gibberon