

Rpt. 9

Date of writing report 20-3-59.

Received London 24 MAR 1959

Survey held at Swansea.

No. of visits Three.

Port SWANSEA.

No. 26454.

First date 9-3-59.

Last date 11-3-59.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 54884. Name S.S. "BRITISH SWORDFISH".

Owners BP Tanker Ltd. Gross tons 8111. Date of build 1943-10.

Engines made 1943. By Harland & Wolff Ltd. Port of Registry London.

No. of Main Engines 1. No. of Screws 1. Type 4SA 6Cy.740 x 1500mm.

No. of Main Boilers - W.P. -

No. of Aux./Donkey Boilers 2 W.P.150lbs.

Surveyed Afloat or in Dry Dock Drydock.

Nature of Survey Docking.

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 |
|-----------------------------|----------------|
| +100A1. 1,58. | +LMC.CS.10,55. |
| carrying petroleum in bulk. | d. 2,58. |
| s.s.Shl.(Dr) 10,55. | CL. 4,57. |
| | sps.10,55. |

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 Good † Wear Down of Stern Bushes 1/8" Oil Glands - Sea Connections Good.

Fastenings Good. Has Screwshaft/Tubeshaft 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

Cyls., Covers, Pistons & Rods Valves & Gears

Connecting Rods, Top Ends & Guides Crankpins & Bearings

Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

Cyls., Covers, Pistons & Rods Connecting Rods & Top Ends

Crankpins & Bearings Journals & Bearings

Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

Cyls., Covers, Pistons & Rods Connecting Rods & Top Ends

Crankpins & Bearings Journals & Bearings

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

TEAM 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 is in efficient condition

and eligible in my opinion to be retained without fresh record of survey, subject to

propeller being specially examined and dealt with at next dry docking.

THURSDAY 9 APR 1959

Date of Committee Decision As new subject

10.6.55. T. (MADE AND PRINTED IN ENGLAND.)

Noted for Header

Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation

002498-002505-0234

If certificate is required state where to be sent

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

| PROPULSION | | ELECTRICAL EQUIPMENT | |
|----------------------------------|-----------|----------------------|--|
| PORT | STARBOARD | | AUXILIARY EQUIPMENT |
| a Generators..... | | | i Generators & Governors..... |
| b Exciters..... | | | m Motors..... |
| c Air Coolers..... | | | n Switchboards & Fittings..... |
| Motors..... | | | o Circuit Breakers..... |
| Air Coolers..... | | | p Cables..... |
| r Control Gear, Cables, etc..... | | | q Insulation Resistance..... |
| g Insulation Resistance..... | | | r Steering Gear Generators and Motors..... |
| h Insulating Oil Test..... | | | s 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..... AUXILIARY, DONKEY or PRESS.....

Superheaters.....

Safety Valves.....

Mountings, Doors & Fastenings.....

Safety Valves Adjusted to Sat..... Spt.....

Boiler Securing Arrangements.....

Main Economisers..... Exhaust Gas Heated Economisers.....

Steam Heated Steam Generators..... Steam Generator Safety Valves Adjusted to.....

Were Oil Burning System & Remote Controls examined working in accordance with Rules?..... Forced Circulating Pumps.....

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

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)

S.R.L.
 Propeller examined and found to remain efficient. It is recommended that this be examined and dealt with at next dry docking.

LEAVE THIS SPACE BLANK

Survey fees ... £3. 3. 0d.
 Damage fee ... -
 Expenses... ..

Date when A/c rendered... 21-3-59.

