

114 DEC 1959

Rpt. 9

Date of writing report 10.12.59.

Survey held at Portland.

Received London

No. of visits 2.

Port SOUTHAMPTON.

First date 10.11.59.

Last date 12.11.59.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 05011 Name M.V. "BRITISH TRADITION".

Gross tons 8443 Date of build 8-1942.

Owners B.P. Tanker Co. Ltd.

Managers

Port of Registry LONDON.

Engines made 1942. By Cammell Laird & Co. Ltd.

Type 4SA 6 cyl. B. & W.

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 Aux./Donkey Boilers 2 W.P. 150.

Surveyed Afloat or in Dry Dock Afloat.

Nature of Survey Aux. B.S.

Was Damage Report issued? - Int. Cert. Yes.

Last Report (For Head Office only)

Hull
+ 100A1 oil tanker.

S.S.(Dr). 10-57.

Docking. 10-57.

Machinery
+ LMC

C.S. 10-57.

d.B.S. 10-57.

TS.CL 10-57.

SPS 10-57.

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 or I.C.) PORT STABOARD

1 Cyls., Covers, Pistons & Rods

2 Valves & Gears

3 Connecting Rods, Top Ends & Guides Side Centre

4 Crankpins & Bearings Side Centre

5 Journals & Bearings

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 LOCKS, 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?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of the above vessel is eligible, in my opinion, to remain as classed with fresh record of A.B.S. 11-59 on completion of the Aux. Boiler Survey, subject to faulty boiler tubes being renewed by completion of the boiler survey.

Date of Committee TUESDAY 15 JAN 1960

Decision

40m,3,58 MADE AND PRINTED IN ENGLAND

Engineer Surveyor to Lloyd's Register of Shipping

J.F. JAMES.

Lloyd's Register Foundation

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