

Rpt. 9 /R. 2 JAN 1957

Date of writing report
Survey held at North Shields

Received London 8 JAN 1957
No. of visits 29

Port NEWCASTLE-ON-TYNE
First date 23-10-56
Last date 17-12-56
No. 114024

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 54452 Name M.V. "BRITISH LANCER" Ex "EMPIRE WORDSWORTH" Gross tons 8889 Date of build 9-1942
Owners B.P. Tanker Co., Ltd. Managers - Port of Registry London
Engines made 9-1942 By Hawthorn Leslie Co., Ltd. Type Oil Eng. 4SA 8Cyl. 650x1400mm Werkspoor.

No. of Main Engines 1 No. of Screws 1
No. of Main Boilers - W.P. -
No. of Aux. Boilers 2 W.P. 180Lbs.Sq."
Surveyed Afloat or in Dry Dock Both
Nature of Survey Dkg.Comp.of C.S. Boiler Install.
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 A.L.	+LMC
Carrying petroleum in bulk	C.S. 11.52
	d 1.56
S.S. 11.52 Shl.	C.L. 3.55
Dkg. 12.55	

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
- Fastenings Good
- Has Shaft now fitted been previously used? -
- Wear Down of Stern Bushes 0.125"
- Oil Glands -
- Sea Connections Good
- Has Screwshaft been drawn? No
- Date of Examination -
- Has Shaft been changed? No
- Has Shaft now examined/fitted a continuous liner? -
- Approved oil gland? -
- MAIN ENGINES (Recip. or I.C.)
- 1 Cyls., Covers, Pistons & Rods
- 2 Valves & Gears
- 3 Connecting Rods, Top Ends & Guides
- 4 Crankpins & Bearings
- 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 CONDENSERS (MAIN & AUX.)
- 20 STOP & MANOEUVRING VALVES
- 21 MAIN ENGINE DRIVEN PUMPS Fuel Good
- 22 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Good
- 23 REDUCTION GEARING Good
- 24 THRUST BLOCKS, SHAFTS & BEARINGS Good
- 25 INTERMEDIATE SHAFTS & BEARINGS Good
- 26 HOLDING DOWN BOLTS & CHOCKS
- 27 CONDENSERS (MAIN & AUX.)
- 28 STOP & MANOEUVRING VALVES
- 29 MAIN ENGINE DRIVEN PUMPS Fuel Good
- 30 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Good

OPINION OF MACHINERY AND RECOMMENDATIONS
The machinery of this vessel, so far as now seen, is in good condition, and is eligible in our opinion, to remain as classed in the Register Book, with fresh record of +LMC C.S. 12.56 D.B.S. (N) 12.56.

Date of Committee THURSDAY - 7 MAR 1957
Decision +LMC CS 12.56
DBS 12.56

R.P. Frazer & J.C. Wright
Engineer Surveyor to Lloyd's Register of Shipping

R.P. FRAZER J.C. WRIGHT

Lloyd's Register of Shipping

CERTIFICATE WRITTEN



002529-002535-006042

If certificate is required state where to be sent

32 Essential Independent Pumps (Identify by position) O.F. Transfer, O.F. Pressure Unit. Aft. Feed. Ballast, Forward Pump Room. O.F. Transfer. Forward Pump Room. Standby S.W. Cooling. All Good.

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls Good

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? Yes

35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service) Feed & Oil Fuel - Good &

38 Independent Air Compressors, Coolers & Safety Devices Coolers and safety devices - Good

39 Air Receivers & Safety devices - Main 40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure) Good

42 Evaporators 43 Have Evaporator Safety Valves been tested under steam? Good

44 Steering Machinery 45 Windlass 46 Fire Extinguishing Arrangements Good

AUXILIARY ENGINES (Identify by position)

Forced draught fan engine - Good.

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD		AUXILIARY EQUIPMENT
a Generators		1 Generators & Governors	Good
b Exciters		m Motors	Good
c Air Coolers		n Switchboards & Fittings	Good
d Motors		o Circuit Breakers	Good
e Air Coolers		p Cables	Good
f Control Gear, Cables, etc.		q Insulation Resistance	Good
g Insulation Resistance		r Steering Gear Generators and Motors	-
h Insulating Oil Test		s Navigation Light Indicators	Good
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 Two new auxiliary boilers fitted

Safety Valves See attached first entry report Newcastle

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 Good

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)

NEW BOILER INSTALLATION:-

The Owner's decided, at this time, to remove the existing three auxiliary boilers (one wat tube, two vertical) and install two new cylindrical boilers.

NOW DONE:- Existing boilers and part of the steam pipe range removed. New boiler seating and fastening arrangements examined and found in good order. New boilers securely fixed board and fitted to burn oil fuel (F.P. above 150°F) in accordance with Chapter E Section of the Rules. The boilers were subsequently examined under steam, the safety Valves adjusted at the working pressure of 180lbs.Sq.," easing gear fitted, and accumulation tests satisfactorily carried out. The previously removed steam piping completely renewed in copper pipe. Galvanised steam smothering, piping fitted in accordance with Rule requirements.

INTERMEDIATE BEARINGS:-

Found wiped, now remetalled.

MAIN ENGINE THRUST:-

Clearance found excessive 135/1000". Thrust pads did not appear to

Continued on page

Survey fee Comp. of C.S. £17 - 0 - 0
New Blr. Install. £15 - 0 - 0
New Mch. Install. £10 - 0 - 0
Install. of new Gens. £10 - 0 - 0
Damage fee Elect. S. £12 - 0 - 0

Expenses...

Date when A/c rendered 7 JAN 1957

pt. 9a

NEWCASTLE-ON-TYNE

Continuation of Report No. 114024 dated 17-12-56

on the

M.V. "BRITISH LANCER"

Page 3 Continued.

MAIN ENGINE THRUST:- (Continued).

greatly worn. Liner fitted to give 35/1000" clearances. Eight checks found slack now renewed. Fifteen holding down bolts found slack, new renewed.

MAIN ENGINE DRIVEN PUMPS:-

The Owner's decided at this time to replace the existing S.W.; F.W; and L.O. pump units complete. It was stated that the pumps gave a poor performance under working conditions. The new pumps were satisfactorily installed and subsequently seen under working conditions. Test certificates covering the pumps, which were stamped as follows:- sighted

Salt Water:- Stothart and Pitt S8001

Fresh Water:- Stothart and Pitt S8003

Lub. Oil:- Stothart and Pitt P429

20K.W. GENERATOR SET:-

The existing 20K.W. set has been removed complete and replaced by one of 33 K.W.(Steam). The 33 K.W. set has been satisfactorily installed, tried under working conditions and found in good order.

FOUND STAMPED:-

Sunderland Forge. Eng. No.66102, Dynamo No.66103, Sunderland Report C7653 sighted.

75 K.W. DIESEL GENERATOR SET:-

The entablature of the existing diesel engine found extensively fractured. It was decided at this time to remove the diesel engine and its generator complete, and send to the makers for reconditioning, after which to be held in the Owner's stock.

A complete new 75K.W. diesel unit has been installed, tried under working conditions and found in good order.

FOUND STAMPED:-

Mirlees Engine No. 39052

Campbell and Isherwood Dynamo No.46631

L.R. Certificate sighted.

ELECTRICAL SURVEY:-

Complete installation meggar tested and faults made good as found necessary. All motors cleaned, examined and found or placed in good order. Minor cable lengths renewed as found necessary.

CIRCULAR 2032:-

Complied with.

R.P. Strang
SURVEYOR TO LLOYD'S REGISTER.
NEWCASTLE-ON-TYNE.