

/MC

Rpt. 9

Date of writing report 30/1/56

Survey held at WALLSEND

3 FEB 1956

Received London

No. of visits

Port NEWCASTLE

First date 15/8/55

8 FEB 1956

Last date 29/1/56

No. 113143

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 04280 Name M.V. "BRITAMER"

Owners D.S. A.S. Baltimore Managers Halle & Peterson

Engines made Glasgow By Barclay Carle & Co. Ltd.

No. of Main Engines 1 No. of Screws 1

No. of Main Boilers W.P.

No. of Donkey Boilers 2 W.P. 180 lbs

Surveyed Afloat & in Dry Dock Swan Hunter & Wigham

Nature of Survey Damage, C.S. completion, D.B.S.,

Was Damage Report issued? No Int. Cert.? Yes SpS, T.S.,

Last Report (For Head Office only)

Gross tons 9976 Date of build 1939

Port of Registry OSLO

Type Doxford O.P.

Records of Survey & Special Notations as per Register Book

Hull

Machinery

+ 100 A.1

10/54

+L.M.C. C.S. 7/51

D.B.S. 11/54

S.S. Sch. 7/51

C.L. 7/53

CARRYING PETROLEUM IN BULK.

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 Rewooded Oil Glands Sea Connections Good

Fastenings Good Has Screwshaft/Tubeshaft been drawn? Yes Date of Examination 20/1/56 Has Shaft been changed? No

Has Shaft now fitted been previously used? Has Shaft been examined fitted a continuous liner? Yes Approved oil gland?

MAIN ENGINES (Reciprocating I.C.)

1 Cyls., Covers, Pistons & Rods ALL GOOD

2 Valves & Gears ALL -do-

3 Connecting Rods, Side ALL -do-

Top Ends & Guides Centre ALL -do-

4 Crankpins & Side ALL -do-

Bearings Centre ALL -do-

5 Journals & Bearings ALL -do-

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 (1)

11 Cyls., Covers, Pistons & Rods GOOD

12 Connecting Rods & Top Ends GOOD

13 Crankpins & Bearings GOOD

14 Journals & Bearings GOOD

15 SCRAVERS

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Castings, 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 GOOD

24 INTERMEDIATE SHAFTS & BEARINGS GOOD

25 HOLDING DOWN BOLTS & CHOCKS GOOD

26 CONDENSERS (MAIN & AUX.) GOOD

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS Fuel, L.O., F.W., S.W., GOOD

31 CRANKCASE DOORS EXPOSED TO OIL

GOOD Have Main Engines been tested working and manoeuvring? YES

OPINION OF MACHINERY AND RECOMMENDATIONS

The Machinery of this Vessel is now in good condition and eligible, in my opinion, to remain as Classed and to have Records of +L.M.C. - C.S. 1/56, D.B.S. 1/56, SpS. 1/56, T.S. C.L. 1/56.

THURSDAY - 1 MAR 1956

Date of Committee

Decision + LMC CS 1.56

DBS 1.56

SpS 1.56

S. 1.56

30m, 5.54. T.

CERTIFICATE WRITTEN.

Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register

Foundation

003298-003306-0359 1/2



32 Essential Independent Pumps (Identify by position) S.W. Circulating - O.F. Burning (2) - O.F. Transfer - L.O. 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 GOOD 36 Lub. Oil Coolers GOOD 37 Heaters (state service) O.F. Burning GOOD

38 Independent Air Compressors, Coolers & Safety Devices Inboard GOOD

39 Air Receivers & Safety devices—Main Aft GOOD 40 Auxiliary GOOD

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

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

44 Steering Machinery 45 Windlass GOOD 46 Fire Extinguishing Arrangements GOOD

#### AUXILIARY ENGINES (Identify by position)

PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			Generators & Governors GOOD
b Exciters			
c Air Coolers			Motors GOOD
d Motors			Switchboards & Fittings GOOD
e Air Coolers			Electric Brakes GOOD
f Control Gear, Cables, etc.			Cables GOOD
g Insulation Resistance			Insulation Resistance GOOD
h Insulating Oil Test			Steering Gear Generators and Motors
i Overspeed Governors			Navigation Light Indicators GOOD
j Magnetic Couplings			
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler) (2) P. 5/1/56 S. 17/1/56 GOOD

MAIN AUXILIARY, DONKEY & PRESS

Superheaters GOOD

Safety Valves GOOD

Mountings, Doors & Fastenings 180 lbs.

Safety Valves Adjusted to Sat. GOOD

Spt. GOOD

Boiler Securing Arrangements Exhaust Gas Heated Economisers

Main Economisers Steam Generator Safety Valves Adjusted to

Steam Heated Steam Generators YES Forced Circulating Pumps

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? Funnel GOOD

EXAMINATION & TESTING OF STEAM PIPES (State material) 360 lbs sq in. GOOD

Main Auxiliary (over 3 in. bore) 4 S.D. Steel GOOD

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)

#### CIRCULAR 2032:-

Complied with - Stated Chief Engineer 4750 B.H.P. at 114 R.P.M.

#### REPAIRS:-

Emergency fire pump G.M. Sea connection & fabricated steel jug fitted to ship side (hyd. tested 100 lbs sq in) forward pump Room.

- air compressor coolers overhauled in shop - S.W. Circulating pump water end casting renewed. - 1, 3 & 4 M.E. liners renewed (marked LLOYDS tested S.O.254 G.S. 6/8/53, S.O.254 G.S. 13/7/53, S.O.254 G.S. 10/8/53,)- Forward and Aft gangways rewired - L.O. Cooler new stack fitted

Cont. on Page 3.

Survey fees Compl. C.S. £75. 0. 0d

D.B.S. £10. 0. 0d

Elec. £10. 0. 0d

T.S. £4. 0. 0d

Damage fee £52. 10. 0d

Sunday Attendance. £9. 9. 0d

Expenses... £0. 5. 6d

Date when A/c rendered 7 FEB 1956

Rpt. 9a

Port of NEWCASTLE-ON-TYNE.

Continuation of Report No. 113143 dated 3-2-56

8-FEB 1956

on the

" B R I T A M E R "

#### DAMAGES:-

Damage stated to have been sustained to Main Engine probably in the heavy weather experienced on voyage from Tampico to New York in December 1954, when the machinery suffered excessive strain and while crossing outer bar at Maracaibo. For further particulars see Log Book.

After vessel arrived at this port, and as result of coupling bolts at forward coupling of aft section of crankshaft being found slack, the bolts were removed when the coupling was found badly fractured. The crankshaft complete removed and forwarded to Wm. Doxford & Son, Sunderland, for repairs. See Certificate attached and photo of fractures herewith.

The whole engine dismantled when 5 bedplate housings, 2 transverse plates under housings found cracked - the bedplate removed to shop for repairs.

#### NOW DONE:-

Examined Main Engine, opened throughout together with screw, intermediate and thrust shafts.

#### DAMAGE REPAIRS:-

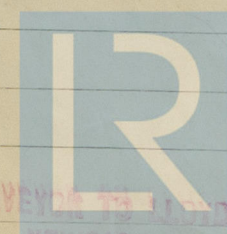
Aft section crankshaft partly renewed as per Sunderland Certificate attached and tested for truth with new forward section and scavenge centre crank, - screw and 2 intermediate shafts tested for truth in lathe, Forward Section of bedplate, all main bearing housings renewed and one housing transverse plate cropped and part renewed with stiffening. Aft section of bedplate, all main bearing housings renewed and one housing transverse plate cropped and part renewed with stiffening. Small cracks in top plate corners veed out and electrically welded, main bearings remetalled, refitted and lined up in Shop, after bedplate machined and housings bored.

After above repairs completed, the Main Engine refitted in vessel, lined up and tested under working conditions and found satisfactory.

A sea trial carried out when torsigraph records were taken, a report of which will be forwarded (see London Letter: ENG 19/1/56) as soon as received.

#### NOTE:-

This vessel was redocked after lying afloat several months, when the stern bush was rewooded again due to the wood being swollen.



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