

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 5 NOV 1948)

Date of writing Report 1. 11. 48 When handed in at Local Office 1. 11. 48 Port of NEWCASTLE-ON-TYNE

No. in Survey held at HEBBURN-ON-TYNE & NORTH SHIELDS Date First Survey 13. 8. 48 Last Survey 29. 10. 48

Reg. Book 53626 on the Machinery of the Wood, Iron or Steel M.V. "BRITISH DRAGON"

Gross Tonnage 9909 Vessel built at SUNDERLAND By whom SIK. J. LANG & SONS L^{td} When 1943 6

Net Tonnage 5924 Engines made at GLASGOW By whom HARLAND & WOLFF L^{td} When 1943

Nominal Horse Power 490MN Boilers, when made (Main) (Donkey) 1943

No. of Main Boilers Owners BRITISH TANKER CO. L^{td} Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 2 Managers (Port LONDON Voyage ABADAN TO LOND)

Steam Pressure in Main Boilers

in Donkey Boilers 180 lb

Surveyed Afloat in Dry Dock HEAVY MESS R/W HAWTHORN LESLIE & CO. BOYS Particulars of Classification which must be inserted precisely as in Register Book & Supplements.

Last Report No. Port Port of Completion LAC(5) Repair to Main Donkey Boiler & Putting Battenworth System

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys. Years assigned now expired. Machinery and Boiler Surveys (including date of N.B., if any)

100 A1 10,47 LMC 6,43 DBS 10,47 TSC 9,46

damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined

Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? No

If not, state for what reasons DONKEY BOILERS NOT DUE FOR SURVEY AT THIS TIME. What parts of the Boilers could not be thus thoroughly examined?

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

State latest date of internal examination of each boiler. Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? No Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed? If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the stern bush 1/8 Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete

Was Done:- Vessel placed in drydock, propeller, stern bush & outside fastenings examined
Wear down as above.
Sea connections opened out, examined & found & placed in good order.
New 6" diameter sea valve, cast steel, fitted to shell for Battenworth System to fabricated steel box (tested) on port side of engine room.
No. 1 Main engine cylinder cover, valves & valve gear, liner, piston rod, crosshead & bearings, opened out, examined & found & placed in good order.
Forward & after independent air compressors (steam driven) examined in their entirety & found & placed in good order.
Pumping arrangements examined & tested.

General Observations, Opinion, and Recommendation: SEE FOLLOWER.

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11 & LMC 9,11 or & LMC 140 lb., FD, &c.)

Now seen is in a safe working condition, eligible in my opinion to remain as classed & has fresh record of LMC(CB) 10,48.

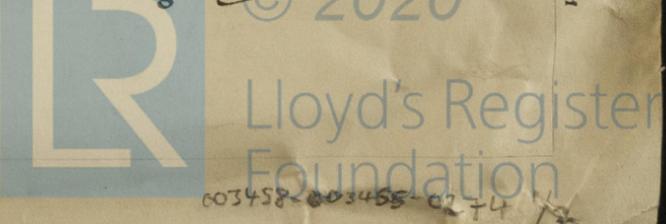
Survey Fee (per Section 23) LAC(5) £ ENVOILE: LONDON Fees applied for LICENCE SUPERVISION £ 11 Received by me, 19

Special Damage or Repair Fee (if any) Putting Battenworth System £ 50

Travelling expenses (if chargeable) £

C. A. Orde & W. A. Allen
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute WED. 1 DEC 1948
Assigned + LMC CS 10,48 10,48



Insert Character of Ship and Machinery precisely as in the Register Book.

OIL ENGINES CONTINUOUS SURVEY.

Is a Certificate required? If so, to be sent to

SS due 6.47 Party here at 9
CS 7.44, now complete.

It is submitted that this
report is eligible for THE

RECORD + LMC-CS 10.48.
10.68.

C. L. for: Ell.
J. M. W. 10/11
10/11

M.V. BRITISH DRAGON (Contd)

Now Done:- Independant bilge pump, jacket cooling water pump, &
lubricating oil pump opened out examined & found &
placed in good order.

Diesel oil & boiler oil fuel settling tanks examined internally
& externally with manways & found in good order. Section
valve deck control gear tested & found in efficient working
order.

Starboard donkey boiler centre furnace mouth caulked &
made tight, examined under steam & found tight.

Butterworth system for tank cleaning now installed in accordance
with the Rules.

J. A. Orde

SURVEYOR TO LLOYD'S REGISTER,
NEWCASTLE-ON-TYNE.