

Rpt. 9A

REPORT OF MACHINERY SURVEYS AND REPAIRS

Received London

/NP

(ENGINES AND AUXILIARIES)

10 JUN 1963

Ship's Name ~~SS~~MS "BRITISH GENERAL"

Gross tons 8775

Is there a rpt. 8? Yes

Port NEWCASTLE ON TYNE Rpt. No. 518

No. of visits 10 12

First date 23.4.63.

Last date 18.5.63.

Interim Cert. issued
& copy herewith? YesDamage rpt. issued
& copy herewith? No

Last rpt. (H.Q. only)

Date of
completing rpt. 16.5.63.

Surveyed at, if different from Port above South Shields

Is a rpt. 9B
attached? Yes

MN 660

Nature of survey Docking, Part C.S.M.,
A.B.S. & General Examination

Expenses 17/6d.

Survey fees

Damage fee

Part C.S.M. £20. 0. 0.

A.B.S. £18. 0. 0.

Gen.Examn. £10. 0. 0.

S.A. fee

MAIN ENGINES, RECIP., STEAM OR I.C. (State Port—P or Starboard—S)

1 Cyls., covers,
pistons & rods Nos.2,3 and 4 - Good

2 Valves & gears -

3 Con. rods, top ends
& guides centre -

Side -

4 Crankpins &
bearings centre -

Side -

5 Journals &
bearings -

MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

6 Cyls., covers,
pistons & rods7 Con. rods &
top ends8 Crankpins &
bearings9 Journals &
bearings10 Coolers &
safety devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS (State Port—P or Starboard—S)

11 Cyls., covers,
pistons & rods12 Con. rods &
top ends13 Crankpins &
bearings14 Journals &
bearings

MAIN TURBINES (State Port—P or Starboard—S)

16 Casings, rotors,
blading, bearings
& thrusts

15 Levers

17 Reduction
gearing18 Scavenge
blowers

19 Superchargers

I recommend that the machinery of this ship remain as classed with/without fresh record of
A.B.S. 5/63 and subject to the outboard air compressor entablature being specially
examined by 5/64 (12 months).

(Where conditions of class are recommended to
be retained, imposed, amended or deleted, particulars
must be stated above and on the interim certificate.)

Date of Committee

Minute

Surveyor to Lloyd's Register of Shipping

W. GOODALL.

MONDAY 8 JUL 1963

Deferred for comp CSM
but assign ABS 5.63Lloyd's Register
Foundation

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

003687-003697-0045 1/2

At part or complete Special Surveys those items which are not applicable
to the ship are to be cancelled; 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.

considered that re-examination or repairs should
be made before that date a distinguishing mark
thrust should be inserted against the item and the
circumstances and action taken or recommended
described fully under "defects and repairs".

The condition of any item is to be described as "good"
only when it has been examined, found or placed in
good condition, and is considered to be acceptable
until the due date of the next Periodical Examina-
tion. Where repairs have been effected or it is

Exhaust steam
turbines (with
20 recip. eng.)

22 Steam
compressors

24 Clutches & hyd-
raulic couplings

26 Steam
re-heaters

28 De-super-
heaters

Stop & manoeuv-
30 ring valves

Main engine
33 driven pumps

Thrust blocks
21 shafts & bearings

Intermediate
23 shafts & bearings

Condensers
25 (main & aux.)

Air ejectors
27 (main & aux.)

Forced &/or induced
29 draught fans

Holding down
31 bolts & chocks

Detuner or
32 vibration damper

State
Port P. or
Starboard S.

34 Crankcase doors &
explosion relief devices

35 Have main engines been tested
working & manoeuvring? (To be done
on completion of ES or CS cycle) **Yes - Good**

36 Essential independent pumps **Standby Piston Cooling (Ford. P. E.R.)**
O.F. Transfer (Ford. P.E.R.) Ford. fuel valve cooling (Stbd. E.R.)

All Good

37 Bilge, ballast & oil fuel
suction lines, fittings & controls **Good**

38 Have the remaining piping arrangements
& fittings in the machinery space been
examined as considered necessary? **Yes Good**

39 Fresh water coolers

40 Lub. oil coolers

41 Heaters (state service)

42 Feed water filters

43 Auxiliary air receivers
& safety devices

44 Starting air pipes **Good**

45 Main air receiver
& safety devices **Stbd. (Ford. E.R.) - Good**

46 Independent air compressors
coolers & safety devices **+ Outboard (Stbd. Ford. E.R.) - Good**

Identify
by
position

47 Oil fuel tanks (not forming
part of the hull structure)

48 Have all evaporators safety
valves been tested under steam? **Yes**

49 ~~Evaporators~~ **Port E.R. -**
Good

50 Distillers

51 Fire extinguishing arrangements **Good**

52 Steering
machinery **Good**

53 Windlass **Good**

AUXILIARY ENGINES

75 k.w. Diesel driven dynamo engine (Ford. P. E.R.) - Good

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Repairs W& T.

Main Engine Following cyl. liners renewed.

Replacements stamped for identification:-

No.2 A.F.C. 5792. O.E. 344. T.6. Lloyds. SLD. 50 lb. test. R.W.S. 22.5.62. Cyl.No.
819. Liner tested 100 lb.

No.3 H.C. 5580. O.E. 344. C.6. Lloyds SLD. 50 lb. Test F.B. 2.8.61. Cyl. No.270.
Liner tested 100 lb.

No.4 A.F.C. 5529. O.E. 344. A6. Lloyds SLD. 50 lb. Test R.W.S. 24.5.61. Cyl. No.991.
Liner tested 100 lb. Examined G.H. 30.5.61.

Following piston heads renewed - excessive piston ring groove clearance.
Replacements stamped for identification:-

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should also be reported above.

Rpt. 9A (cont.)

Ship's Name ~~XX~~/MS "BRITISH GENERAL"

Port NEWCASTLE/TYNE

Rpt. No.

518

No.3 Lower L.R. 3745 K.F. 1.P. 3/6/53. Test 100 lb. Shorterized.
No.4 Lower 175390. 805/8. L8648. E.R.B. No.5 19.7.43. C.721.

Outboard air compressor (Stbd. Ford. E.R.) entablature fractured.

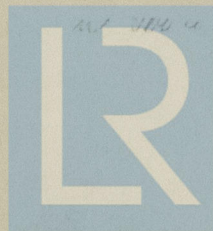
Repairs effected by "Metalock".

It is recommended that the outboard air compressor entablature be specially examined by 5/64 (12 months).

A General Examination was carried out at this time on the Main and Auxiliary Machinery for the postponement of Special Survey. Electrical equipment 'megger' tested, pumping arrangements and the machinery under working conditions were examined and found satisfactory (Lon. letter dated 23.4.63).

It is considered that the Owners' request for the postponement of the Special Survey until sometime before the end of May, 1964, merits the favourable consideration of the Committee.

W. Goodall. K. B. Boman.



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