

Rpt. 9

Date of writing report Sept. 2, 1960
Survey held at New York

Received London
No. of visits 4

Port New York
First date Aug. 28, 1960

119 OCT 1960
No. 59235
Last date Aug. 31, 1960

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 54900 ^{ESK} Name M.V. BRITANNIC Gross tons 27778 Date of build 6-1930
Owners Cunard Steamship Company, Ltd. Managers ----- Port of Registry Liverpool
Engines made Bel By Harland & Wolff, Ltd. Type Oil Engine

No. of Main Engines 1 No. of Screws 1
No. of Main Boilers W.P.
No. of Aux./Donkey Boilers W.P.
Surveyed Afloat or in Dry Dock afloat
Nature of Survey machinery repair
Was Damage Report issued? Int. Cert.? Yes
Last Report (For Head Office only)
154962 LIV.

Hull		Machinery
+ 100 A1	a/fbd after DTF etc.	+ LMC
S.S. (Dr)	1/56	C.S. 5/56
D.D.	12/59	D.B. 1/60
		C.L. p 12/57 s 1/60
		S.P. 5/56

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 STARBOARD
- 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 BLOCKS, SHAFTS & BEARINGS
- 24 INTERMEDIATE SHAFTS & BEARINGS
- 25 HOLDING DOWN BOLTS & CHOCKS
- 26 CONDENSERS (MAIN & AUX.)
- 27 STEAM RE-HEATERS
- 28 DE-SUPERHEATERS
- 29 STOP & MANŒUVRING VALVES
- 30 MAIN ENGINE DRIVEN PUMPS
- 31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manœuvring?
OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel, as far as now seen, is in good condition and eligible in my opinion to remain as now classed without fresh record of survey.

Date of Committee NEW YORK SEP 21 1960
Decision S.O. Lr. to N, YK 26-10-60
Noted for Header
R.R. HOLTUM, Engineer Surveyor to Lloyd's Register of Shipping

Has a Survey also been held on Ship? No.
If so, is the Report sent now, or when will it be sent?
3M-7-59 Printed in U. S. A.

If certificate is required state where to be sent.



- 32 Essential Independent Pumps (Identify by position).....
- 33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls.....
- 34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?.....
- 35 Fresh Water Coolers..... 36 Lub. Oil Coolers..... 37 Heaters (state service).....
- 38 Independent Air Compressors, Coolers & Safety Devices.....
- 39 Air Receivers & Safety devices—Main..... 40 Auxiliary.....
- 41 Oil Fuel Tanks (Not forming part of hull structure).....
- 42 Evaporators..... 43 Have Evaporator Safety Valves been tested under steam?.....
- 44 Steering Machinery..... 45 Windlass..... 46 Fire Extinguishing Arrangements.....

AUXILIARY ENGINES (Identify by position).....

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

Safety Valves.....

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.....

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)

Starboard main engine No.1 unit bottom cylinder head cracked between exhaust valve pocket and piston rod gland.
Fracture repaired by Metalock process, tested hydrostatically to 30 lbs./sq.in. and found satisfactory.

LEAVE THIS SPACE BLANK

09.10.60
25.10.60
JAC
Inspection of machinery
Detailed 23.8.60
Metal

Survey fees \$ 75.00

spl. att. 22.00

Damage fee ... 3.00

Expenses... ..

Date when A/c rendered Sept 7, 1960

