

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

Date of writing Report 11th September, 1946. (Received at London Office 17 SEP 1946)
When handed in at Local Office 14th September, 1946. Port of MANCHESTER.

No. in Reg. Book 69135. Survey held at MANCHESTER. Date. First Survey 27.8.46. Last Survey 8th September, 1946.
on the Machinery of the Steel M.V. "B.P. SPIRIT".

Tonnage { Gross 440. Vessel built at Kinderdijk By whom L. Smit & Zoon.
Net 234. Engines made at Koln-Deutz. By whom Humboldt-Deutzmotoren.
Nominal Horse Power - Boilers, when made (Main) - (Donkey) -
No. of Main Boilers - Owners Union Lighterage & Co. Ltd. Owners' Address -
No. of Donkey Boilers - Managers - (if not already recorded in Appendix to Register Book.)
Steam Pressure in Main Boilers - Port London. Voyage -
in Donkey Boilers - If Surveyed Afloat at Eccles Oil Wharf (M.S.C.)
(State name of Dock.)

Last Report No. 109248 Port LON

Particulars of Examination and Repairs (if any) Examination & Repairs.

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which should be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

CHARACTER of Special Survey	Particulars of Classification	Machinery and Boiler
<u>7.43.</u>	<u>Carrying Petroleum in bulk.</u>	<u>Nil Eng</u>

In 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?

Donkey "

If not, state for what reasons

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

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

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 tube -

Is electric light and power fitted? Yes. If so, did the Surveyor examine the generators, meters, switchgear, cables and fuses? No.

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No.
Engine parts, when referred to by numbers, shall be denoted here forward.

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

Visited vessel at request of Owners Representative for the purpose of examining bunker and daily service tanks and repairs.

NOW DONE:- P & S. fuel oil bunker tanks opened up and examined internally and externally and found in good order. Daily service tank opened up and examined internally as far as possible through hand holes, and externally and found in good order.

REPAIRS:- Main engine exhaust pipe bellows connection to silencer found fractured and now renewed. Afterwards examined under working conditions and found satisfactory.

General Observations, Opinion, and Recommendation: The machinery of this vessel, so far as now seen, is in good condition, and eligible, in my opinion, to continue to hold the Manchester Ship Canal Certificate without fresh record of Survey.

Sunday attendance Fee £ 5 : 5 : 0 Fees applied for 14-9-46

Special ~~Damage~~ Repair Fee (if any) £ 3 : 3 : 0 Received by me, Bloodier

Travelling expenses (if chargeable) £ 8 : 4

Committee's Minute TUES. 1 OCT 1946
Assigned No action

Engineer Surveyor to Lloyd's Register of Shipping.

