

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

(Received at London Office 29 JUL 1949)

Date of writing Report 25th July 1949 When handed in at Local Office 26th July 1949 Port of Oslo
 No. in Survey held at Oslo & Drammen Date First Survey 17th June Last Survey 12th July 1949
 Reg. Book. 68297 on the Machinery of the Wood, Iron or Steel Screw motor tanker "Mil 50"
 Tonnage { Gross 288 Vessel built at Knottingly By whom J. Harker Ltd. When 1944 Month 6
 Net 111 Engines made at Manchester By whom Crossley Bros. Ltd. When 1944 Month 6
 Nominal 116 HP Boilers, when made (Main) (Donkey)
 No. of Main Boilers ✓ Owners Norsk Tankanleg a/s Owners' Address Oslo
 No. of Donkey Boilers ✓ Managers ✓ (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers ✓ Port Oslo Voyage Coastal Service
 in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Both
 (State name of Dock.) Drammens Slip & Mek. Verksted

Last Report No. Port

Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and serially 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 must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

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 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?

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

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?

Engine parts, when referred to by numbers, should be counted from forward.

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

Vessel placed in floating dock. Propeller and fastenings examined.
 Propeller blades found wasted and propeller renewed. clackings on new propeller
 Lloyds 1-10-48 P.E.

Now examined: The main engine compressor, cooling water and bilge pumps.
 Further examined all three auxiliary engines.

Repairs Work & Repair: The main engine compressor, cooling water and bilge pumps
 completely overhauled and all worn parts renewed.

The still No 1 auxiliary engine was overhauled throughout in shop. Crankshaft
 cylinder liners, main and lower end bearings renewed. The new crankshaft marked
 Lloyds 570 1-11-43 NB.

The port No 3 auxiliary engine was now taken ashore and replaced by a 2 cyl.
 Mc. Haren type MR2/MR II, 44 HP. engine, as stated in our letter to the
 Secretary dated 28/6/49. The engine was opened out and examined.

General Observations, Opinion, and Recommendation:

(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 or LMC 9,11 or LMC 140 lb., FD, &c.)

It is recommended that this vessel's machinery be continued as now
 classed without any fresh record of survey.

Survey Fee (per Section 29) £ 80 -

Fees applied for

26/7 1949

Special Damage or Repair Fee (if any) £ 7 -

Received by me,

19

Travelling expenses (if chargeable) £ :

Committee's Minute Fri 2 SEP 1949

Assigned As now, without spl. chr.

B. F. Smith P. Siira
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation
 010445-010501-0224

"Mil 50"

Crankshaft found marked Lloyd's B.A. 27828 S.W. 17-2-48

The generator connected to this engine is the same as was connected to the Skoda type engine as stated in our Rpt. 6292.

S.P.L. Stbd. No 2 auxiliary engine: Here the Fowler type engine, originally placed, was refitted in overhauled condition. The engine has been overhauled throughout in shops and all worn parts renewed.

All three auxiliary engines examined under working conditions and found in order.

B.F.