pt. 9.

No. 52062

eport of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 12 DEC 1952)

Date of writing Report Oct 28 1952 When handed in at Local Office Oct 29 1952 Port of NEW YORK

o. in Book .075 Survey held at HOBOKEN, N.J. Date, First Survey Oct 14 Last Survey Oct 26 1952 (No. of Visits 8)

on the Machinery of the ~~Wood, Iron or~~ Steel M/V BRITAMSEA

nage { Gross 8238 / Net 4929 }

ominal Power 653 MNs

Main Boilers

Donkey Boilers 2 SB

Pressure— Main Boilers

onkey Boilers 150 lbs

Vessel built at Gothenburg By whom A/B Gotaverken When (Year. Month.) 1939 - 4

Engines made at " By whom " When 1939

Boilers, when made (Main) (Donkey) 1939

Owners Skibs A/S Alse Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Onstad Shipping A/S Port OSLO Voyage

If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Todd Shipyds.Corp.

Report No. Port

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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		+LMC CS 2.50
1.52		DBS ~~5.52~~ 4.51
		TSCLn 3.51
ss Lan. 9.48		
Carrying petroleum in bulk		

rticulars of Examination and Repairs (if any) Pt.DBS,C.S.& Repairs

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

mage 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

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

e Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" " Stbd. Donkey " " "

was not done, state for what reasons? The port boiler was examined 5.52

OIL ENGINES CONTINUOUS SURVEY

hat 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?

latest date of internal examination of each boiler Stbd. D.B. Oct.22 Present condition of funnel(s) Good

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

e Surveyor examine the Safety Valves of Donkey Boiler? Stbd. Yes To what pressure were they afterwards adjusted under steam? P&S 150 lbs

e Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? , and of the Donkey Boilers? Stbd Yes

e Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boilers?

e Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boilers? Stbd. Yes

crew shaft now been drawn and examined? No Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

aft now been changed? If so, state reasons

e shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

late of examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

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

Survey is not complete, state what arrangements have been made for its completion and what remains to be done Continuous Survey of Oil Engines.

following parts of Main Engine and auxiliaries opened, cleaned and submitted for Survey.

DONE. Examined Main Engine Nos. 3, 4, 6, 7, 8 & 10 main bearings and journals.

ached scavenger air pump, cylinder, piston, rod, crosshead and brasses connecting rod, crankpin brasses and found or placed satisfactory.

iliary Machinery. No. 3 Starboard forward auxiliary diesel driven engine and generator. cylinders, covers, liners, pistons, gudgeon pins and bushings, connecting rods and brasses, nkshaft, main bearings and journals, together with generator armature commutator, shaft and rings, brushes and brush holders examined and found or placed in good condition.

ward Starboard steam drum fuel oil transfer pump (duplex) opened and found liquid end liners ly worn. (PTO)

eral Observations, Opinion, and Recommendation:— The Machinery and Donkey Boilers of this

tate 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, B.S. 9,11, B.&M.S. 9,11, ✠ L.M.C. 9,11, or ✠ LMC CS 3,34, 140 lb., F.D., &c.)

sel are in good condition and eligible in my opinion to be continued as classed + LMC CS with e when Survey is completed and have fresh redord of D.B.S. 5.52 as previously recommended. ject to condenser circulating pump liquid end being renewed by Feb. 1953 and condenser water box ng renewed first opportunity.

Fee (per Section 29) $ 210. :

l Damage or Repair Fee (if any) DBS $ 30. : (per Section 29.)

lling expenses (if chargeable) $ 3. :

Fees applied for Nov. 19 1953

Received by me, 19

NEW YORK DEC 3 1952

Engineer Surveyor to Lloyd's Register of Shipping.

nmittee's Minute

igned Referred for comp. CS.

DBS. 5.52

014961-014973-0074 1/2

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

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

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52062

Condenser steam driven circulating pump starboard side aft E.R. found holed in liquid end cylinders.

Main condenser starboard side fire room opened cleaned and tested and found diversion plates and covers badly corroded and wasted.

Main Engine Repairs No. 7 top half main bearing found metal broken and slack removed, remetalled, machined and refitted.

No. 1 cylinder push rod fuel cam roller bracket found fractured, removed bracket forged, machined and fitted.

16 Cylinder coupling bolts between No. 2, 3, 6 & 7 cylinders removed and holes rereamed and bolts renewed (made from tested material).

Nos. 3 & No.7 port side top flange in way of cylinder coupling bolts found fractured, repaired by Metallok process.

All bedplate holding down bolts hardened up, 3 broken bolts renewed, all vertical cylinder tie bolts hardened up. No. 7 top washer refitted. All A frame holding down bolts hardened up.

Auxiliary Machinery Repairs.

No. 3 starboard forward auxiliary engine (4 cylinders) removed to shop and cylinder machined in way of water jacket and cylinder liner. 4 Sleeves cast and machined to original diameter and properly secured. No. 1 cylinder liner renewed from vessel's spares. Crankshaft removed to shop, placed in lathe and found true. All main bearings renewed. Generator repairs, armature and brush holders washed with Carbon Tetrachloride. Defective brushes renewed and all brushes refitted, commutator polished.

Forward Starboard fuel oil transfer pump, liquid end liners renewed, plungers machined to suit piston rings renewed gland and neck bushings renewed, valve gear bushings renewed as found necessary.

Condenser Circulating Pump found holed in liquid end cylinders, cement box fitted (time did not permit renewal).

Main condenser division plates found badly wasted, repairs made by fitting steel fabricated plates, inboard and outboard, covers thin and corroded. 2 flat bar straps fitted, tested and found tight.

The Port Donkey Boiler was examined over all parts with doors, mountings and safety valves and found or placed in good condition. Safety valves on the Port & Stbd. boilers adjusted under steam as stated. Fuel oil burning equipment, pumps, piping valves with deck control, together with fire extinguishing equipment examined under working conditions and found satisfactory.

Repairs. Main stop valve removed from shell and rejointed.

Machinery seen under working conditions during a four hour deck trial and found satisfactory.

0074 2/2

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Noted
M.C.S.
A.B.S.
Subject as recommended

16 DEC 1952