

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

No. 115078

NOV -7 1940

(Received at London Office)

Date of writing Report 28-10-40 When handed in at Local Office 30 OCT 1940 Port of LIVERPOOL
 Date, First Survey 16/10/40 Last Survey 26/10/1940 (No. of Visits 8)
 No. in Reg. Book 71288 Survey held at Berkenhead on the Machinery of the Wood, Iron or Steel M.V. BRITISH SCIENCE
 Tonnage Gross 7138 Vessel built at Lewcasth. By whom Palmer's Co. & Co. When 1931-1
 Net 4142 Engines made at Old. By whom W. D. & Sons When 1931
 Nominal Horse Power 684 Boilers, when made (Main) Oil Engine (Donkey) 1931
 No. of Main Boilers 1 Owners British Tanker Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 2 Managers Port London Voyage Port London
 Steam Pressure in Main Boilers ✓ If Surveyed Afloat or in Dry Dock Bannell Laird. (State name of Dock.)
 in Donkey Boilers 150

Last Report No. PortParticulars of Examination and Repairs (if any) DBS + BS

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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also 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 PDB 18-10-40. SDB 24-10-40.

Did the Surveyor examine the Safety Valves of the Main Boiler?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

Has screw shaft now been drawn and examined? Is it fitted with continuous liner?

Has shaft now been changed? If so, state reasons. Has it a continuous liner?

Has the shaft now fitted been previously used?

State date 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.

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

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?

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

the continuous survey will be advanced at the first available opportunity.
How Done:- Examined the donkey boilers throughout with their mountings doors + fastenings + found in good condition. The boilers subsequently examined under steam + safety valves adjusted to pressure as above. The oil fuel installation valves pipes + control gear examined under running condition + found satisfactory.
CS:- The following machinery opened up found or placed in good condition:-
 Examined the main engine nos 2+3+4, liners, upper + lower pistons, beams + bottle guides + piston rods, valve + valve gear.
Repairs (W + S):- nos 2+3 engine liners worn, now renewed, spare reconditioned. Beam fitted to 4 engine, no 3 after piston ring grooves broken, piston renewed, transverse.

General Observations, Opinion, and Recommendation:— The machinery of this vessel
 (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9, 11, R.A.M.S. 9, 11, & L.H.C. 9, 11, or any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.)
as far as seen is in a good + efficient condition + eligible in our opinion to remain
at classes with fresh record of DBS 10-40 + LMC (CS) with date on completion
of the survey.

Survey Fee (per Section 29) DBS £ 3 : 0 : 0 Fees applied for NOV 1940
 Special Damage or Repair Fee (if any) (per Section 29.) £
 Travelling expenses (if chargeable) £
 Committee's Minute Deferred.
 Assigned D.B.S. 10.40.

Received by me, 5 NOV 1940
W. H. Hinchey & H. Gaylor
 Engineer Surveyor to Lloyd's Register of Shipping.
 Lloyd's Register Foundation
 WL-0014

