

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

(Received at London Office)

Date of writing Report 22. 1. 1943 When handed in at Local Office 22. 1. 1943 Port of Bombay.

Survey held at Bombay Date First Survey 15. 12. 42 Last Survey 13. 1. 1943 (No. of Visits 6)

on the Machinery of the Wood, Iron or Steel M.V. British Trust

Gross 8466 Vessel built at Glasgow By whom Harland & Wolff Ltd. When 1939 1
Net 4913 Engines made at Glasgow By whom Harland & Wolff Ltd. When 1939

Power 490 Boilers, Open made (Main) (Donkey) 1939

Main Boilers Owners British Tanker Co. Ltd. Owners' Address (If not already recorded in Appendix to Register Book.)
Donkey Boilers 2 Managers Port London Voyage

Donkey Boilers 150 If Surveyed Afloat or in Dry Dock Hughes & Co. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port

Particulars of Examination and Repairs (if any) T.S. 9 Part M.C.S. + 100 A1-1.42

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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.

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

Was not done, 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?

Latest date of internal examination of each boiler.

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

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

Is the screw shaft now been drawn and examined? 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?

Is the shaft now been changed? If so, state reasons.

Is the 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?

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. Is electric light and/or power fitted?

Did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

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

NOW DONE: Vessel in drydock: the propeller & stern fastenings examined: the screw shaft drawn in, examined and found in good order. The stern bush renewed.

L.M.C.S. The electrical equipment examined, tested by 500V megger and found in good order.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is

(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, S.S. 9, 11, B.&M.S. 9, 11, L.M.C. 9, 11, or

L.M.C. 140 lb., F.D., &c.)

eligible in my opinion to remain as classed with fresh record of L.M.C. 140 (with date) on completion.

NOTE: Screw shaft - 22 - Rev. 12.42.

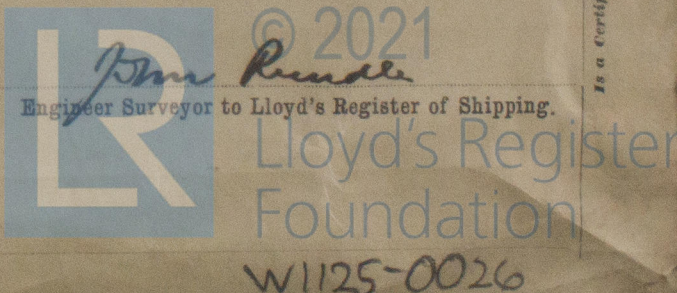
Survey Fee (per Section 20) L.M.C.S. 75/-

Special Damage or Repair Fee (if any) T.S. 25/-

Travelling expenses (if chargeable) 20/-

Committee's Minute

Assigned



PS No. 1 du 1.43.
CS advanced & screw shaft
examined.

It is submitted that
this vessel is eligible to
remain as Class 55th

9.12.42.

22
1/5/43.

