

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

(Received at London Office 15 APR 1943)

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

Final Power 490 Boilers, Open made (Main) (Donkey) 1939
Main Boilers Owners British Tanker Co. Ltd. Owners' Address (if not already registered in Appendix to Register Book.)
Port London Voyage

Donkey Boilers 2 Managers
Main Boilers If Surveyed Afloat or in Dry Dock Hughes & Co.
Donkey Boilers 150 lbs (State name of Dock.)

Report No. Port Particulars of Examination and Repairs (if any) T.S. 9 Part LMCCS + 100A1-1.42

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.

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Years since last survey expired.	Machinery and Boiler Surveys (including date of N.B., if any).
		LMC 1-39
		TSCL 1.42
		Oil Engines
		Oil Engines
		Continuous Survey

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?

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

Was a special examination of the funnels 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. Present condition of funnel(s)

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?

Has the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the shaft now been changed? No If so, state reasons. Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the date of examination of Screw Shaft 20/12/42. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. Class fit

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? Yes

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

If the Survey is 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 & examined and found in good order. The stern bush rewooded

LMCCS The electrical equipment examined, tested by 500V megger and found in good order.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is eligible in my opinion to remain as classed with fresh record of LMC CS (with date) on completion

NOTE: Screw shaft - 22 - seen 13.42. LMC & S 75/- T.S. & S 120/-

Survey Fee (per Section 20) £ 75/- Social Damage or Repair Fee (if any) (per Section 20.) £ 120/- Travelling expenses (if chargeable) £ 20/-

Fees applied for 1. 1943 Received by me, 19

Committee's Minute Assigned AS now



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

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

PS No. 1 du 1. 43.
CS advanced & screw shaft
examined.

It is submitted that
this vessel is eligible to
remain as Class 5566A

9. 12. 42.

pl
1/5/43.



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