Rpt. 9.

No. 117341.

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

(Received at London Office 18 FEB 1942)

Date of writing Report 7.2.42 19 When handed in at Local Office 7.2.42 19 Port of LIVERPOOL

No. in Reg. Book. 0698 Survey held at Birkenhead Date First Survey Jan 19th Last Survey Feb. 6th 1942 (No. of Visits 9.)

on the Machinery of the ~~Wood, Iron~~ or Steel MV BRITISH RESOURCE

Tonnage { Gross 7209 / Net 4197 | Vessel built at Greenock By whom Greenock Dkyd Co When 1931-3 (Year. Month.)

Nominal Horse Power 653 | Engines made at do By whom J G Kincaid & Co When 1931

No. of Main Boilers ✓ | Boilers, when made (Main) ✓ (Donkey) 1931

No. of Donkey Boilers 2 | Owners British Tanker Co Ld Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure— in Main Boilers ✓ | Managers ✓ Port London Voyage

in Donkey Boilers 150 | ~~If~~ Surveyed ~~afloat or~~ in Dry Dock Cammell Laird & Co (State name of Dock.)

Last 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 8-41		+LMC
ssfal No. 2-39		CS 3-39
		4-40
		DBS 8-41
		CL 11-40
Carrying petroleum		in bulk.
		OIL ENGINES

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

Particulars of Examination and Repairs (if any) Damage & CS

Periodical Surveys, when held, must be reported in detail and seriatim 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 Yes not required

Was a damage report made by anyone else? If so, by whom? No

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

" " Donkey " " " No

If this was not done, state for what reasons Not due

Insert Oil Engines Continuous Survey

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?

Present condition of funnel(s) Good

Date 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?

Has the screw 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? No

Has 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 date of examination of Screw Shaft State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft 5/32"

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

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

Statet Shaft been caused by HEAVY WEATHER on voyages Grangemouth – Texas City – Liverpool between 7.11.41 and 2.1.42.

Vessel placed in dry dock: the propeller and fastenings examined.

Examined No. 1.4.5 cylinders, liners, covers, crossheads & crankpins, top and bottom end bearings. All cylinder covers examined for cracks with inlet and exhaust valves removed. Note No. 1.2.3.4.7. covers, small cracks in way of exhaust pockets but considered efficient.

L.P. & T. Repairs: Main compressor, HP piston rings renewed. H.P. intercooler

CONTINUED OVER

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 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.)

is eligible in my opinion to remain as classed with fresh record of + LMC. CS with date on completion.

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

Survey Fee (per Section 29) £ : : Fees applied for 13 FEB 1942 19

Special Damage or Repair Fee (if any) (per Section 29.) £ 5 : 5 : 0 Received by me, 19

Travelling expenses (if chargeable) £ : :

LICENCE CASE LIVERPOOL 17 FEB 1942

Committee's Minute

Assigned As now.

C W Reed

Engineer Surveyor to Lloyd's Register of Shipping.

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1010-0111

BRITISH RESOURCE

coils, annealed, examined, weighed & tested to 2000 lbs/sq in, and placed on board as spare. Spare coils now fitted.
Windlass crosshead pins and valve spindle pins renewed.
Sea valves reinforced.

C.S. The following may be counted towards C.8 :—

Nos 1. 4. 5. cylinders, liners, covers, crossheads and crankpins.

Main compressor HP cylinder & piston, & HP coils only.

Windlass.

Propeller and fastenings.

C.W. Reed

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