

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

(Received at London Office

18 FEB 1942

Date of writing Report 7.2.42

When handed in at Local Office 7.2.42

Port of

LIVERPOOL

No. in Survey held at Birkenhead

Date First Survey Jan 19thLast Survey Feb. 6th 1942

(No. of Visits 9)

0698 on the Machinery of the Wood, Iron or Steel MV BRITISH RESOURCE

Gross 7209
Net 4197

Vessel built at Greenock

By whom Greenock Dry Dock Co

When 1931-3

Nominal Horse Power 653

Engines made at

By whom J. G. Runciman & Co

When 1931

No. of Main Boilers 2

Boilers, when made (Main)

(Donkey) 1931

No. of Donkey Boilers 2

Owners British Tanker Co Ltd

Owners' Address (if not already recorded in Appendix to Register Book.)

Port London

Voyage

Steam Pressure in Main Boilers 150

Surveyed at in Dry Dock Cammell Laird & Co

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

Last Report No. 255 Port

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

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.

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

as 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

this was not done, state for what reasons

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

so 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

Present condition of funnel Good

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?

Was 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? No

Was shaft now been changed? If so, state reasons

Was 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? 5/32"

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.

Is electric light and/or power fitted

so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

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

statute have 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 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. Noted 1.2.3.4.7. covers, small cracks in way of exhaust pockets but considered efficient.

T. Repair: 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

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

eligibility in my opinion to remain as classed with fresh record of + L.M.C. CS with date on completion.

Survey Fee (per Section 29) £ : :
Special Damage or Repair Fee (if any) (per Section 29.) £ 5 : 5 : 0
Travelling expenses (if chargeable) £ : :
Licence Case
Submitted's Minute
Assigned

Fees applied for 17 FEB 1942
Received by me, 17 FEB 1942

C. Reed
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

1010-0110

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

BRITISH RESOURCE

coils, annealed, examined, weighed & tested to 2000 lb/21 in
and placed on board as spare. Spare coils now fitted.

Widlers crosshead pins and valve spindle pins renewed.

See valves reinforced.

C.S. The following may be counted towards C.S.:-

N^{os} 1. 4. 5. cylinders, liners, covers, crossheads and
crankpins.

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

Widlers.

Propeller and fastenings.

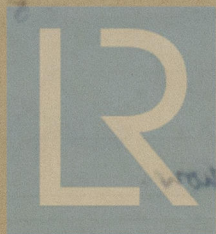
Curried

Q. advanced

Notes

How

27.2.42



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