

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

(Received at London Office JUL - 8 1940)

Date of writing Report 5-6-40 When handed in at Local Office 6/7/40 19 40 Port of MANCHESTER

No. in Reg. Book. 21373 Survey held at MANCHESTER Date, First Survey 25-6-40 Last Survey 29-6-1940 (No. of Visits 3)

on the Machinery of the Wood, Iron or Steel M/V. "BRITISH SECURITY"

Tonnage { Gross 8470 Vessel built at GLASSGOW By whom HARLAND & WOLFF When 1937-12
 Net 4979 Engines made at GLASSGOW By whom HARLAND & WOLFF When 1937

Nominal Horse Power { 490 Boilers, when made (Main) (Donkey) 1937

No. of Main Boilers ✓ Owners BRITISH TANKER CO. LTD. Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 2 Managers Not Port LONDON Voyage
 Steam Pressure ✓ in Main Boilers ✓ If Surveyed Afloat or in Dry Dock MANCHESTER D.DCK Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers 150 lb. (State name of Dock.)

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) DOCKING & C.S.

(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 ✓

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? ✓

" " Donkey " " NO.

If this was not done, state for what reasons? D.B.S. NOT DUE.

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 _____

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 Boiler? ✓

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

, and of the Donkey Boiler? ✓

Has 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? ✓

Has shaft now been changed? ✓ If so, state reasons _____

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓

the shaft to permit of it being efficiently lubricated? 3/32"

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 3/32"

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

Is electric light and/or power fitted? ✓

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done TO COMPLETE THE C.S. SURVEY SEE FORM 7E

Now Done. For Docking

Shaft placed in dry dock, propeller, after end of stern bush and all outside fastenings examined and found satisfactory. All sea injection valves and sea cocks opened up, examined and found in good order.

Now Done For C.S.

MAIN ENGINE :- Nos 1, 2 & 6 Main engine pistons, rods, liners, cylinder heads, crosshead pins and their bracers and the respective crankshaft pins and bottom end bracers opened up, examined and found in order.

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.&N.S. 9,11, & L.M.C. 9,11, or

LMC 140 lb., F.D., &c.)

CS 3,34,

as now seen is, in our opinion, in efficient condition and eligible to remain as now classed in the Register Book and to have the record of + LMC (C.S. with date) when the survey has been completed.

Survey Fee (per Section 29) £ : :
 Special Damage or Repair Fee (if any) (per Section 29.) £ : :
 Travelling expenses (if chargeable) £ : : ✓

Fees applied for

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Received by me,

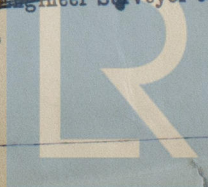
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Committee's Minute

FRI. 12 JUL 1940

Assigned As now

D. Rhallburg & J. Rhoades
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation

C.S. advanced.

It is submitted that
this vessel is eligible to
remain as CLASSED.

L.Y.
11/7/60.



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Foundation