

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 1940 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
 } Net 4979 Vessel built at GLASSGOW By whom HARLAND & WOLFF When 1937-12

Nominal Horse Power } 490 Engines made at GLASSGOW By whom HARLAND & WOLFF When 1937
No. of Main Boilers 1 Boilers, when made (Main) 1937 (Donkey) 1937

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 150 lbs Managers Not Port LONDON Voyage

in Donkey Boilers 150 lbs Surveyed Afloat or in Dry Dock MANCHESTER D. DCK Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port
Particulars of Examination and Repairs (if any) DOCKING & C.S.

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Years and months since last surveyed.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100 A1 1,40</u>		<u>+LMC 12,37 Cl.</u>
<u>Carrying Petroleum in Bulk.</u>		

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

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

Propeller 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

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).....	£ : : /	Fees applied for	19
Special Damage or Repair Fee (if any) (per Section 29.).....	£ : : /	Received by me,	19
Travelling expenses (if chargeable).....	£ : : /		

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

Committee's Minute FRI. 12 JUL 1940
Assigned As now



W1140-0179

Is Certificate required? If so, to be sent to

C.S. advanced.

This vessel is eligible to
remain as CLASSED.

F.Y.
11/7/60.



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Foundation