

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

(Received at London Office)

Date of writing Report 18th. April 53 When handed in at Local Office 19. Port of SUEZ

No in Reg. Book. Survey held at SUEZ Date First Survey & Last Survey 12th. Apr. 1953 (No. of Visits 1)

54159 on the Machinery of the Wood, Iron or Steel Sc. S/S BRITISH JUDGE

Tonnage { Gross 6735 Vessel built at Sunderland By whom Sir J. Laing & Sons Ltd., Year. Month. When 1921 12  
Net 4011 Engines made at Sunderland By whom G Clark Ltd. When  
MN 560 Boilers, when made (Main) 1921 (Donkey) -  
No. of Main Boilers 3 Owners British Tanker Co. Ltd., Owners' Address London  
No. of Donkey Boilers 1 Managers - ditto - Port London Voyage -  
Steam Pressure— If Surveyed Afloat or in Dry Dock afloat in Suez Bay  
in Main Boilers 180lbs. (State name of Dock.)  
in Donkey Boilers 120lbs.

Last Report No. 13764 Port Lu  
Particulars of Examination and Repairs (if any) adjustment P&S Boiler Safety Valves.

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.

On 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 " " " "

If not, 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?

State latest date of internal examination of each boiler.

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed? If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the stern bush.

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?

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

Attended on board at the request of the Master for the purpose of adjusting safety valves stated overhauled at boiler cleaning recently.

NOW DONE:- Port and Starboard boiler safety valves adjusted under steam to 180lbs. per sq. in.

It is regretted that no information was obtained regarding the overdue boiler survey. The vessel was attended at short notice out of normal working hours and the Chief Engineer was unaware that a survey was due.

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)
+100A1 Nwc. 10, 52		+LMC 8, 49
SS Bom 8, 49 (Dr)		BS 3, 52
		ISCL 3, 52

Carrying Petroleum in bulk  
fitted for oil fuel 12, 21  
F.P. above 150°R.

## General Observations, Opinion, and Recommendation:—

(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, BS 9,11, B&MS 9,11, \*LMC 9,11 or \*LMC 140 lb., FD, &c.)

CS 3,34

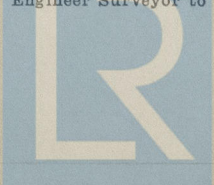
Eligible in my opinion, to remain as classed without fresh record of Survey.

Survey Fee (per Section 23) L.E. 12. 000  
Sunday Attendance 8. 000  
Special Damage or Repair Fee (if any) £  
(per Section 23.)  
Travelling expenses (if chargeable) £

Fees applied for, 19.  
Received by me, 19.

Committee's Minute MON 4 MAY 1953  
Assigned Deferred for BS

F. J. Macfarlane  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
Foundation

W1630-0068



Boiler's adjusted

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

The class is subject to the crankshaft & its alignment being ex'd before the end of 4.53.

*W. J. P.*

29 APR 1953

Note \$85 due 3.53

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