

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

(Received at London Office **26 SEP 1952**)

Date of writing Report 23rd, Sept. 19 52 When handed in at Local Office 24th, Sept. 19 52 Port of FALMOUTH.
 No in Reg. Book. Survey held at FALMOUTH Date. First Survey 20.8.52. Last Survey 30.8. 19 52
54110 on the Machinery of the ~~Wood, Iron or Steel~~ Sc. 99 BRITISH COMMODORE (No. of Visits 5)

Tonnage { Gross 6985 Vessel built at DUNDEE By whom CALEDON & ENG. CO. LTD, Year. Month. When 1923 3
 Net 4135 Engines made at MANCHESTER By whom METROPOLITAN VICKERS When 1923
 Nominal Horse Power { 643 MN Boilers, when made (Main) 1923 (Donkey) 1923
 Owners BRITISH TANKER CO. LTD, Owners' Address -
 No. of Main Boilers 3 SB (Spt) Managers - Port LONDON Voyage -
 No. of Donkey Boilers 1 ~~Surveyed~~ Surveyed in Dry Dock No.2. Drydock
 Steam Pressure— in Main Boilers 200 lbs. (State name of Dock.)
 in Donkey Boilers 120 lbs.

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		*IMC 6,49
10,51		BS 5,52
S.S.Npt.6,49 (Dr)		TSOG(N) 5,51
Carrying Petroleum in bulk.		
Fitted for oil fuel		3,23 F.P.
above 150° F.		

SEE SPL. NOTE S.R.L. (MACHY)

Last Report No. - Port -
 Particulars of Examination and Repairs (if any) CONDITION, TS AND REPAIRS
 (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 through examination at this time? No

Donkey " " " " None

If not, state for what reasons BS not due 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 - Present condition of funnel(s) Good

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? Yes Has it a continuous liner? No Is an approved oil retaining appliance fitted at the after end? Yes

Has shaft now been changed? Yes If so, state reasons Please see below Has the shaft now fitted been previously used? Yes Has it a continuous liner? No

Is an approved oil retaining appliance fitted at the after end? Yes State date of examination of Screw Shaft 22.8.52. State the wear down in the stern bush 0.042" Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

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. Complete (subject)

Please see Bombay Report 10023, together with letter Classn. (S) N.R.P. 2.1.52 and British Tanker Co's reply dated 3.1.52.

In view of the contents of the letters referred to above, special attention has been given to this case as a new screw shaft has not been supplied at this time.

NOW DONE:- Vessel placed in drydock, examined propeller, stern tube and bush, oil gland and sea fastenings and placed in good condition.

The spare screwshaft together with the intermediate shaft and thrust shaft removed to works and all specially examined in a lathe and found good and true.

The coupling faces of the screwshaft and intermediate shafts were lightly skimmed, the coupling holes reamed and new coupling bolts fitted.

The stern bush was skimmed to suit the bigger diameter of shaft now fitted.

On being refitted in the vessel, the shafting was correctly aligned and before proceeding to sea the vessel was subjected to a 4 hours dock trial followed by 4 hours full power sea trial with

General Observations, Opinion, and Recommendation:— PTO

(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 with fresh notation OG 8,52 subject to starboard low furnace of the port main boiler being specially examined at the next B.S.

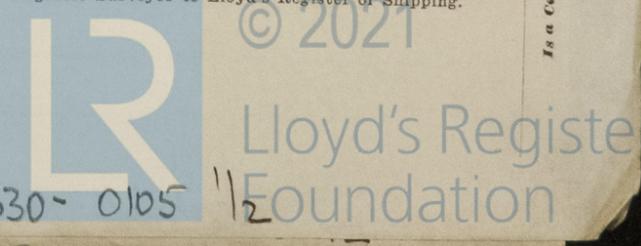
Survey Fee (per Section 23) £ : : Fees applied for 25.9. 19 52 My

Repair Fee (if any) (incl. TS) (per Section 23.) £ 10: 0: 0 Received by me, Lo Moffatt.

Traveling expenses (if chargeable) £ : : 19

Committee's Minute TUES. 14 OCT 1952

Assigned As not, without spl. con. S 8, 52.



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

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

'BRITISH COMMODORE'

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satisfactory results.

The screwshaft now fitted, marked Lloyds 6943 C.P. 21.5.46, is the shaft which was replaced at Bombay in November, 1951 and appears to be good and fit for use.

S.R.L.

It is submitted that the reference to screwshaft be deleted.

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