

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

14 JUN 1954

(Received at London Office)

Date of writing Report 4th June 1954 When handed in at Local Office 19 Port of Suez

No in Reg. Book Survey held at Suez Date First Survey 30th May Last Survey 1st June 1954 (No. of Visits 3)

04311-54395 on the Machinery of the ~~Wood, Iron or Steel~~ Sc. M.V. BRITISH RENOWN

Gross 7066 Vessel built at Sunderland By whom Sir J. Laing & Sons Ltd. When 1928 4
 Net 4150 Engines made at Hartlepool By whom Richardsons, Westgarth & Co. Ltd. When 1928 4
 As Per Rule 64.2MN Boilers, when made (Main) (Donkey) 1928
 Owners British Tanker Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
 Managers -ditto- Port London Voyage

If Surveyed Afloat or in Dry Dock afloat in Suez Roads (State name of Dock.)

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

Last Report No. 964 Port Bar. Renewal of fractured piston rod.

HULL	MACHINERY
+100A1 1,54	+IMC 9,51
ss Nwc. 9,51	DBS 1,54
	ISCL 12,52
Carrying Petroleum in bulk.	

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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.

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.

Has 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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? 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?

What is the latest date of internal examination of each boiler? Present condition of funnel(s).

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 the 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?

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

When 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. CS case Please see form 7E.

Attended on board at the request of the Master on account of fracture of M.E. No. 1 cyl. upper piston rod top palm. The fracture was discovered while removing the piston to investigate a knock in the unit.

Now done:- Main Engine No. 1 upper piston, skirt, rod, and transverse beam and upper part of cylinder liner examined.

Repairs:- Main Engine No. 1 upper piston rod renewed. (Rod marked. "Lloyd's Test Sld F.B. 100lbs. 24/5/54".

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, etc.)

Eligible in my opinion to remain as classed with fresh record of +IMC CS (with date) when the survey has been completed.

Survey Fee (per Section 23) £ 19.000 Fees applied for, 1/6/ 19.54
 Special Damage or Repair Fee (if any) £ : :
 A. F. (per Section 23.) £ 8.000 Received by me, : :
 Travelling expenses (if chargeable) £ : : 19

TUESDAY 29 JUN 1954

Committee's Minute signed As used

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



Lloyd's Register Foundation

W1645-0070

Insert Character of Ship and Machinery Precisely as in the Register Book

*O.S. advanced.
A fractured upper piston
rod renewed.*

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

W. H. [unclear]

22 JUN 1954

