

RETHON

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

(Received in London Office)

THU. 10 JAN. 1924

Date of writing Report 3/11 1923 When handed in at Local Office 3/11 1923 Port of NEWCASTLE-ON-TYNE
 No. in Reg. Book 15284 Survey held at Hebburn-on-Tyne Date, First Survey 17 April Last Survey 28 Dec 1923
on the Machinery of the Wood, Iron or Steel S.S. "BRITISH GENERAL" (No. of Visits 31)
 Tonnage { Gross 5985 Vessel built at Newcastle By whom Palmer & Co. Ltd. When 1922
 Net 4073 Engines made at do By whom do When 1922
 Nominal Horse Power 654 Boilers, when made (Main) 1922 (Donkey) 1922
 No. of Main Boilers 3 Owners British Tankers Co. Ltd. Port London Voyage Peruvian Gulf
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Palmer & Co. Ltd.
 Steam Pressure in Main Boilers 200 (State name of Dock.)
 in Donkey Boilers 120

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 expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A. 1. 8. 22.</u>		<u>L.M.C. 8, 22</u>
<u>Camping Port in hold.</u>		<u>O.C.</u>
		<u>100 for oil fuel 8, 22</u>
		<u>F.P. above 100° F.</u>

Last Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) Damage & L.M.C.

(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.)

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? Not required as a damage report made by anyone else? If so, by whom? Not required

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes
 Do. " Donkey " " " Yes

If this was not done, state for what reasons? _____
 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? _____

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 120 lbs.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boiler? Yes

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? Yes, and of the Donkey Boiler? Yes

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has shaft now been changed? No If so, state reasons _____

Is the shaft now fitted new? _____ 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Renovated.

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

Now done for damage stated to have been caused through grounding near the Peperated Rock in the Peruvian Gulf on 21st October 1922. Vessel placed in dry dock, propeller, sea connections & their fastenings examined. The tail end shaft drawn inboard examined & replaced. Thrust, bobbin, gear & ratchet shafts, bearings, ratchet & shaft. Hading, gears & gear casings, condenser, feed, bilge air & circulating pumps, oil & arrangements, and the arrangements of cocks, pipes bilge, manholes, ratchet etc. examined.

The main & donkey boilers with their safety valves done & mountings examined inside & outside also superheaters with valves drawn out & the safety valves afterwards adjusted under steam to the pressures stated above. The superheater valves were adjusted to 210 lbs.

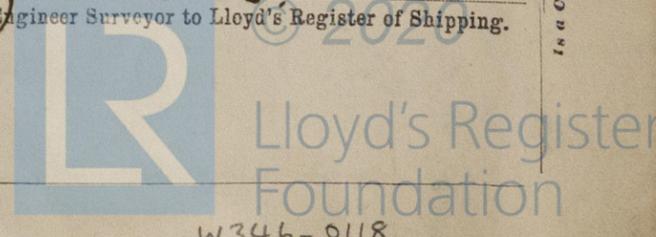
General Observations, Opinion, and Recommendation:— The machinery of this vessel is now in a good & efficient condition & eligible in my opinion to remain as classed with fresh notation L.M.C. 12-23. & date for tail shaft O.C. 12-23.

Survey Fee (per Section 28) £140-0-0 Fees applied for 9/11 1924
 Special Damage or Repair Fee (if any) £14-14-0
 Travelling Expenses (if chargeable) _____
 Received by me, 3/11/24

Garbottle
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute _____
 Assigned + L.M.C. 12.23

ORIGINAL
 DUPLICATE
 11/2/24



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

Damage through grounding
down shaft tried in both machines and
star tube moved slightly and aligned
Home small repairs effected

N.B. If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

The oil fuel installation examined & tested under full
working conditions. All auxiliary machinery opened up
& examined. The steering engine & windlass examined.

Repairs now done for damage. Stem tube renewed, tail
shaft skinned up in both, new neck ring & bush fitted
outer oil gland overhauled & adjusted new rings fitted.
Several blades renewed in HP rotor, several holding down
& casing bolts renewed. All shafting relined. Air pump
liner rebored. Main & Aux condenser tested. New stop valve
fitted to windlass. One superheater element on the boiler
renewed.

It is submitted that
this vessel is eligible for
THE RECORD. + L.M.C. 12.23

20.12.23

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14/1/24

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

