

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

(Received at London Office)

THU. 10 JAN. 1924

Date of writing Report 3/1/23 When handed in at Local Office 3/1/23 Port of NEWCASTLE-ON-TYNE
 No. in Reg. Book 15284 Survey held at Glebburn-on-Lyne 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 1985 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 & in Dry Dock Palmer & Co. Ltd.
 Steam Pressure— in Main Boilers 200 (State name of Dock.)
 in Donkey Boilers 120

Last Report No. PortParticulars of Examination and Repairs (if any) Damage & LMC

(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.)

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>Camping & Co.</u> <u>Black.</u>		<u>£ LMC 8, 22</u> <u>O.C.</u> <u>£22</u> <u>F.P. above 100° F.</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? for not required Was a damage report made by anyone else? If so, by whom? for not required

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

Do. " Donkey " " "

If this was not done, state for what reasons? forAnd what parts of the Boilers could not be thus thoroughly examined? forAlso 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? forDid the Surveyor examine the Safety Valves of the Main Boiler? forTo what pressure were they afterwards adjusted under steam? 200 lbs.Did the Surveyor examine the Safety Valves of Donkey Boiler? forTo 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? for, and of the Donkey Boiler? forDid the Surveyor examine the drain plugs of the Main Boilers? for, and of the Donkey Boiler? forDid the Surveyor examine all the mountings of the Main Boilers? for, and of the Donkey Boiler? forHas screw shaft now been drawn and examined? for 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? forHas shaft now been changed? no If so, state reasons forIs the shaft now fitted new? for Has it a continuous liner forIs an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? forState 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 Perforated 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, collar, gear & rot. shafts, bearings, rot. & stat. shafts, gears & gear casings, condenser, feed, bilge, air & circulating pumps, oil & water arrangements, and the arrangements of cocks, pipes, bilge, mottos, valves &c. examined.

The main & donkey boilers with their safety valves & mountings examined inside & outside also superheaters with valves drains &c. & the safety valves afterwards adjusted under steam to the pressures stated above. The superheater valves were adjusted to 210^{lbs.} P.T.O.

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

£ LMC. 12-23. & date for tail shaft O.C. 12.23.

Survey Fee (per Section 28) £140-0-0 Fees applied for 9/1/24
 Special Damage or Repair Fee (if any) £14-14-0
 Travelling Expenses (if chargeable) £ Received by me 3/1/24

Committee's Minute

Assigned

+ LMC. 12.23

ORIGINAL
 IN duplicate
 11/2/24

Garbott
 Engineer Surveyor to Lloyd's Register of Shipping.

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W346-0118

Damage through grounding.
 demulshift tried in both machines and
 star tube renewed shifting 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.

It is submitted that
 this vessel is eligible for
 THE RECORD. 41.77.C.1223

25.12.23

14/1/24

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 & both fitted
 outer oil gland overhauled & adjusted new rings fitted.
 Several blades renewed in HP rotor, several holding down
 & casing both 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.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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