

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

FEB 21 1940

(Received at London Office)

Date of writing Report 15-2-1940 When landed in at Local Office 19.2.1940 Port of Glasgow
 No. in Reg. Book 21322 Survey held at Glasgow Date, First Survey 12 Feb Last Survey 14-2-1940
 on the Machinery of the Wood, Iron or Steel S.S. BRITISH ENDEAVOUR (No. of Visits 3)

Tonnage { Gross 4580 Vessel built at Newcastle By whom Armstrong, Whitworth & Co. Ltd When 1927 Month 10
 Net 2641 Engines made at Newcastle By whom W. & A. Mitchell & Co. Ltd When 1927
 Nominal Horse Power 422 Boilers, when made (Main) 1927 (Donkey) 1927
 No. of Main Boilers 2SB Owners British Tanker Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 Managers Port of London Voyage
 Steam Pressure in Main Boilers 200 lb If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.) Yorkhill Basin
 in Donkey Boilers 120 lb

Last Report No. 61760 Port Fal.

Particulars of Examination and Repairs (if any) B.S.

(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 thorough examination at this time? Yes

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

State latest date of internal examination of each boiler Port & Star 12/2/40 Donkey 13/2/40 Present condition of funnel Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lb/sq in

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 120 lb/sq in

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

Did the Surveyor examine the drain plugs of the Main Boilers? None, and of the Donkey Boilers? None

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? Yes

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

Has shaft now been changed? Yes If so, state reasons

Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

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?

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

Now Done.
Port and Star main boilers and Donkey boiler examined internally and externally together with safety valves, mountings and doors, and found or placed in good order. Oil fuel installation examined under working conditions, fuel pipes found free from leakage and in good order. Extended spindles in connection with oil fuel installation and fire extinguisher tested and found in good working condition. Safety valves of all boilers adjusted under steam to above pressures. Nothing done towards H.S. at this time.

General Observations, Opinion, and Recommendation:— The machinery of this vessel so far as now seen is in efficient condition and eligible in my opinion to remain as classed and to have fresh record B.S. 2.40.

Survey Fee (per Section 29) £ 4 : - : - Fees applied for 20 FEB 1940
 Special Damage or Repair Fee (if any) (per Section 29) £ : : :
 Travelling expenses (if chargeable) £ : : : Received by me, 19

Committee's Minute GLASGOW 20 FEB 1940
 Assigned Deferred

| CHARACTER for Special Survey Date of last Survey and of Periodical Surveys. | Years assigned to this survey | Machinery and Boiler Surveys (including date of N.B., if any). |
|---|-------------------------------|--|
| <u>+100A1 2,39</u> | | <u>+AMC</u> |
| <u>SS FAL. No 2-36</u> | | <u>M.S. 3,36</u> |
| | | <u>B.S. 2,39</u> |
| | | <u>T.SCAN 2,39</u> |

Carrying Petroleum in bulk
150 F
10,27 F Pabon

RETAIN

W. Russell
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

B.S. 2.40

W421-0148

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

1
L. no 2clus 10. 29
MS partly held
BS held

Notes
Kun
22. 2. 40



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