

## Report of Survey for Repairs, &amp;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. Survey held at Glasgow Date, First Survey 12 Feb. Last Survey 14-2-1940  
 21322 on the Machinery of the Wood, Iron or Steel S.S. BRITISH ENDEAVOUR (No. of Visits 3)

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

Last Report No. 61760 Port Val.

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

(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

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

" " 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?

State latest date of internal examination of each boiler Port &amp; Star 12/2/40 Donkey 13/2/40

Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? 200 lbs/sq in

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted under steam? 120 lbs/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? 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:—

(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, B.S. 2.11, B.S.M.S. 2.11, L.M.C. 2.11, or L.M.C. 120 lb., F.D., &c.)

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.) £ Received by me, 19  
 Travelling expenses (if chargeable) £ : : :

Committee's Minute

GLASGOW

20 FEB 1940

Assigned

Referred

B.S. 2.40

W421-0148

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation



1  
L.P. no 2 plus 10.39  
M.S. partly held  
B.S. held

Notes  
Ykur  
22. 2. 40