

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

(Received at London Office

1 JUL 1936

Date of writing Report June 30 1936 When handed in at Local Office June 30 1936 Port of Falmouth  
 No. in Reg. Book. 21857 Survey held at Falmouth Date, First Survey 2 Last Survey June 23 1934  
21857 on the Machinery of the Wood, Iron or Steel S.S. BRITISH COMMERCE (No. of Visits 1)  
 Tonnage { Gross 4205 Vessel built at Glasgow By whom W. R. D. & Co. Ltd When 1922-8  
 { Net 2303 Engines made at " By whom " When 1922  
 Nominal Horse Power { 349 Boilers, when made (Main) 1922 (Donkey) 1922  
 No. of Main Boilers 2 Owners British Tanker Co. Ltd Owners' Address "  
 No. of Donkey Boilers 1 Managers " (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers 180 Port London Voyage "  
 in Donkey Boilers 180 If Surveyed Afloat or in Dry Dock Fal No 4 D 22  
 (State name of Dock.)

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

CHARACTER of the Special Survey Date of last Survey and of Periodical Surveys.	Years assigned and/or expired	Machinery and Boiler Surveys (including date of N.R. if any).
<u>+WD A. 1. 10.35</u>		<u>+LMC</u>
<u>PS Fal No 3 4.25</u>		<u>MS 1.35</u>
		<u>BS 2.36</u>
		<u>CL 9.35</u>
<u>Carrying Petrol in bulk.</u>		
<u>Fitted for oil fuel 8.22 Falmouth 1934</u>		

Last Report No. " Port "Particulars of Examination and Repairs (if any) Cond.

(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?

" " Donkey " " "

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.

Present condition of funnel(s)

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

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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 Boiler?

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

Has screw shaft now been drawn and examined? no Is it fitted with continuous liner?

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? 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 date of examination of Screw Shaft

State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft 3/32"

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted?

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

Complete

Send in drydock. Propeller & Sea fastenings examined  
found in order

General Observations, Opinion, and Recommendation:— The machinery of this

(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, MS. 9.11, B.M.B. 9.11, & L.M.C. 9.11, or CS 2.34.)

vessel is eligible in my opinion to remain as  
classed without fresh record

Survey Fee (per Section 29) £ : : Fees applied for  
 Special Damage or Repair Fee (if any) £ : :  
 (per Section 30.)  
 Travelling expenses (if chargeable) £ : :  
 Received by me, 19

Committee's Minute

Assigned As now

FRI. 10 JUL 1936

TUE. 23 MAR 1937

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register of Shipping

W568-0096



1478.06

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

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Lloyd's Register Foundation