

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

(Received at London Office

13 SEP 1949

Writing Report 1<sup>st</sup> July 1949 When handed in at Local Office 2<sup>nd</sup> July 1949 Port of Newport  
 Survey held at Newport Date, First Survey 9<sup>th</sup> June Last Survey 20<sup>th</sup> June 1949  
 on the Machinery of the ~~Wood, Iron or Steel~~ M.V. BRITISH MERCHANT (No. of Visits 3)

Gross 7012 Vessel built at Glasgow By whom W. Beardmore & Co. Ltd. When 1922. 11.  
 Net 4004 Engines made at Ld. By whom do. When 1922  
 Main Boilers 3. Boilers, when made (Main) 1922 (Donkey) 1922  
 Owners British Tanker Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)  
 Managers Port London Voyage  
 Donkey Boilers 1. # Surveyed ~~After~~ in Dry Dock Eastern Dock  
 Pressure 200 (State name of Dock.)  
 Key Boilers 180

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

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
SHL No 3. 3.35		+ LMC. 11.47
JSFAL No 1. 39.		BS. 10.48
EXAMINED 10.48		TS(OG) 8.46
(6 mos.)		
Cumulative Petroleum in bulk		
Fitted for O.F. 10.22. F.P. above 150°		

Report No. Port

Particulars of Examination and Repairs (if any) + LMC + docking

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has declined his services for this purpose, and why they were declined.

Has a damage report made by anyone else? If so, by whom?

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

" " Donkey " " No

Has not done, state for what reasons? Not prepared for survey

Has any parts of the Boilers could not be thus thoroughly examined?

Has any 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?

Has the test date of internal examination of each boiler?

Present condition of funnel (1) Efficient

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

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examine the Safety Valves of Donkey Boiler? Yes.

To what pressure were they afterwards adjusted under steam? Not adjusted

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boilers?

Has the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boilers?

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

, and of the Donkey Boilers? Yes

Has the new shaft now been drawn and examined? No 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 the 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?

Has the 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.

Has the engine parts, when referred to by numbers, should be counted from forward.

Is electric light and power fitted? Yes.

Has the Surveyor examine the generators, motors, switchgear, cables and fuses?

No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

No.

Has the survey is not complete, state what arrangements have been made for its completion and what remains to be done.

Remains to be carried out. Sea Valves have been completed, no other repairs have been carried out, machinery has been boxed up + vessel is proceeding to another port to complete the survey.

Docking & Commencement + LMC.

Vessel placed in drydock Propeller + all underwater fastenings examined. All Sea Valves opened up, examined + found placed in good order.

The following items have been opened up, examined and recommendations made, but no repairs have been effected because of labour difficulties.

Please see page 2.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel so far

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. 9.11, E.S. 9.11, & L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

now seen is in an efficient condition, and eligible in my opinion to remain as now classed and to have the notation of + LMC and TS(OG) with date when the survey is completed.

Fee (per Section 29) £ : : Fees applied for 19  
 Damage or Repair Fee (if any) £ : : Received by me, 19  
 Sailing expenses (if chargeable) £ : :

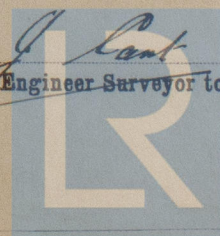
Committee's Minute

FRI. 21 OCT 1949

Signed

Deferred

Andrew J. Cant  
 Engineer Surveyor to Lloyd's Register of Shipping.



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 Foundation

W999-0130/2



BRITISH MERCHANT (Page 2)

All sea valves, Main + Auxiliary Condensers. Independent Bilge Pump, Weir's Dual Air Pump, Starboard Turbo Alternator (Turbinis gears.) Inboard. (Port) 10KW. Dynamo Engine, Port Lub. Oil pump, Donkey Boiler Mountings, Main + Auxiliary Condenser (tested).

Recommendations made—

Independent Bilge Pump—Cylinder to bore out, new piston + rings to fit. New water end liner to fit, bucket to machine new rings to fit. Valves + valve gear to overhaul.

Evaporator—Relief Valve Casting (fractured) to be renewed, all mountings to overhaul, new fuel valve + chest to fit. New Baffle plate to fit. Boils to be annealed and tested; also spare set.

Weir's Air Pump—Piston Rods to machine both wet + dry rods to machine. Link pins to renew also brasses (to be all made same size).

Sea Valves—To completely overhaul. Low Main Injection new seat to fit. valve to machine. Donkey Boiler Blow Down valve new handle to fit.

Starb. Turbo-Alternator—1<sup>st</sup> Stage of Rotor Blading to reblade, diaphragms to remove for examination. Thrust collar to machine or renew.

All journals to hone, Governor gear to overhaul. Port Dynamo Engine—(10KW) Top end pin to renew. Rods to machine, new Governor Valve to fit.

Port. Lub. Oil Pump—Combined Bucket + Piston Rod to machine if possible or renew. All group valve + seats to machine. Piston rings to renew. Bridle gear to renew (has been previously welded).

Donkey Boiler Mountings—All mountings to overhaul. Blow down chest + both fuel valve chest's seats + valves to machine.

Salinometer cock to renew. Safety Valve chest to be renewed (found wasted internally). Forward compression nut to be renewed (slack).

Main Condenser—Water box + Port door to renew. Starb. tube plate collar studs to renew.

Auxiliary Condensers—Both doors to renew. Water box to renew, after end tube plate to rejoin.

\* NOTE. 2 doors for the Aux Condenser have been placed on order.

REPAIRS:— Now EFFECTED:—The recommendations relating to the sea valves have been carried out.