

Rpt. 9 /NP 12 JUL 1962
Date of writing report 7.7.62. Received London Port NEWCASTLE-ON-TYNE No. 119007
Survey held at South Shields No. of visits One First date and Last date 20.6.62.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 04974 S.S. "BRITISH COMMANDER" Gross tons 8655 Date of build 2/1950
Owners B.P. Tanker Co. Ltd. Managers Port of Registry London
Engines made 1950 By Harland & Wolff Ltd. Gls. Type 6 cyl. 740 x 1500 m.m.
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers W.P.
No. of Aux./Donkey Boilers 2 W.P. 150 lb./sq.in.
Surveyed Afloat or in Dry Dock In Drydock
Nature of Survey Docking
Was Damage Report issued? No Int. Cert.? Yes
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
*100A1 S.S. 10/58	*LMC CS 10/58
Oil Tanker D.S. 7/61.	AB 8/61
	TSCL 8/60
	sps 10/58

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Good Wear Down of Stern Bushes .120" Oil Glands Sea Connections
Fastenings Good Has Screwshaft Tubes been drawn? No Date of Examination Has Shaft been changed?
Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?
MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD
1 Cyls., Covers, Pistons & Rods
2 Valves & Gears
3 Connecting Rods, Top Ends & Guides Side Centre
4 Crankpins & Bearings Side Centre
5 Journals & Bearings
MAIN ENGINE DRIVEN AIR COMPRESSORS
6 Cyls., Covers, Pistons & Rods
7 Connecting Rods & Top Ends
8 Crankpins & Bearings
9 Journals & Bearings
10 Safety Devices
MAIN ENGINE DRIVEN SCAVENGE PUMPS
11 Cyls., Covers, Pistons & Rods
12 Connecting Rods & Top Ends
13 Crankpins & Bearings
14 Journals & Bearings
15 Levers
SCAVENGE BLOWERS
16 SUPERCHARGERS
MAIN TURBINES
17 Cyls., Motors, Blading, Bearings & Thrusts
EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
18 STEAM COMPRESSORS
19 CLUTCHES & HYDRAULIC COUPLINGS
20 REDUCTION GEARING
21 THRUST BLOCKS, SHAFTS & BEARINGS
22 INTERMEDIATE SHAFTS & BEARINGS
23 HOLDING DOWN BOLTS & CHOCKS
24 CONDENSERS (MAIN & AUX.)
25 STEAM RE-HEATERS
26 DE-SUPERHEATERS
27 STOP & MANOEUVRING VALVES
28 MAIN ENGINE DRIVEN PUMPS
29 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring?
OPINION OF MACHINERY AND RECOMMENDATIONS It is submitted this vessel is fit to be towed to Belgium as a hulk for breaking up.

Date of Committee
Decision

32 Essential Independent Pumps (Identify by position)
33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls
34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?
35 Fresh Water Coolers
36 Lub. Oil Coolers
37 Heaters (state service)
38 Independent Air Compressors, Coolers & Safety Devices
39 Air Receivers & Safety devices - Main
40 Auxiliary
41 Oil Fuel Tanks (Not forming part of hull structure)
42 Evaporators
43 Have Evaporator Safety Valves been tested under steam?
44 Steering Machinery
45 Windlass
46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD		AUXILIARY EQUIPMENT
a Generators			l Generators & Governors
b Exciters			m Motors
c Air Coolers			n Switchboards & Fittings
d Motors			o Circuit Breakers
e Air Coolers			p Cables
f Control Gear, Cables, etc.			q Insulation Resistance
g Insulation Resistance			r Steering Gear Generators and Motors
h Insulating Oil Test			s Navigation Light Indicators
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN AUXILIARY, DONKEY or PRESS
Superheaters
Safety Valves
Mountings, Doors & Fastenings
Safety Valves Adjusted to
Boiler Securing Arrangements
Main Economisers
Exhaust Gas Heated Economisers
Steam Heated Steam Generators
Steam Generator Safety Valves Adjusted to
Were Oil Burning System & Remote Controls examined working in accordance with Rules?
Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?
Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)
Were Copper Pipes annealed?
Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding repairs which are subjects of class)

A General Examination was arranged initially but was never commenced owing to the condition of the hull on survey and consequently nothing has been surveyed at this time. It is understood the vessel is being scrapped and towed away from this river as a hulk.

LEAVE THIS SPACE BLANK

Survey fees

Damage fee

Expenses

Date when A/c rendered



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Lloyd's Register Foundation

DK8
C.S. Advanced.
It is submitted that this vessel is eligible to remain as CLASSED.
31/7/62