

COPY

LLOYD'S REGISTER OF SHIPPING

5 - JAN 1953

UNITED WITH THE BRITISH CORPORATION REGISTER



Port ALGIERS. N.A.

11th December 1952.

This is to Certify that

G.M. MACDONALD

the undersigned Surveyor to this Society did at the request of

Messrs. Charbonat S.A. Lloyd's Agents at Algiers, N.A. attend on board the Steel Screw Motor Vessel "BRITISH HONOUR" 7103 tons gross of London, as she lay afloat, moored Stern on to the Jetty Butavand, at this Port, on the 16th September 1952 and subsequently, for the purpose of ascertaining and reporting upon the nature and extent of damage alleged to have been sustained to the Main Motor Main Bearings and Bottom End Bearings, at 06.06 hours on the 9th September 1952, whilst the vessel was on voyage (in Ballast condition) from Antwerp towards Bahrain for orders.

It was stated by the Master of the vessel, that at 06.06 hours on the 9th September 1952, the Chief Engineer reported Smoke was seen coming from the Main Motor n°2 Crankcase Inspection Door and the Engine was stopped immediately. The Lubricating Oil pressure to Main Bearings previous to Stopping the Engine was 11 lbs. per square inch, the Port Side Lubricating Oil Gravity Tank showed Full and the Lubricating Oil Drain Tank Sounding showed 12 inches. Upon opening the Main Motor Crankcase Doors N°s 1, 2, 3, 4, 5 & 6 Main Bearings, also N°s 1 & 2 Bottom End Bearings were found to have become Hot and Flaked Whitemetal was found in way of the Crankcase Strainers. All Pistons were hung up and Bottom end bearings removed for examination, when it was found that Whitemetal in way of N°s 1 & 2 Bottom End Bearings Surfaces was badly wiped and torn, and all Lubricating Oil holes in way of the Crankpins were choked with whitemetal.

Temporary Repairs were effected by Ship's Staff. Defective Top halves of N°s 1 & 2 Bottom end Bearings were removed and Spare Top halves prepared for Fitting, the Bottom halves of N°s 1 & 2, 3, 4, 5 & 6 Bottom end Bearings were scraped and dressed as found necessary and all Lubricating Holes in way of Crankpins (N°s 1 to 6 inclusive) were cleared and cleaned. All Main Bearings were then removed and examined when found that n°s 2, 3, 4, 5 & 6 Bearing surfaces were badly wiped and torn and Oil Gutters were completely choked with run metal, and oil holes in Shaft Journals partially choked with whitemetal. N°s 1, 7 & 8 Main Bearings were slightly wiped and oil Gutters partially choked. ; Repairs effected.

All Main Bearings were scraped, dressed and Gutters recut, Oil holes from Shaft Journals to Crankpin cleared of loose metal: the oil supply pipes from Main Oil Line to Main Bearings were removed, blown through with Compressed Air, the Outlet valve from Port Gravity Tank and Master Shut-off Valve on line to Engine, opened up and examined & cleaned. The Suction and Discharge Strainers from Lubricating Oil Pumps opened up, examined and cleaned.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that :-

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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During the examination no chokeage was found in way of the Lubricating Oil System. The Crankshaft Wear Down and Deflection readings were taken. The Engine was started on the afternoon of the 14th September 1952, and after 10 Minutes running at 50 R.P.M. was stopped for examination and then found that n°2 Unit Bottom end Bearing and n°7 Main Bearing had become overheated. These parts were removed, scraped as required and the Oil Cutters were cleared of run metal and dressed. At AM on the 15th September 1952, the Engine was started and run for 10 minutes at 50 R.P.M. then stopped, examined and found that n°2 Unit Bottom End Bearing had become overheated. This Bearing was removed and scraped as considered necessary, the Engine was then run for 30 minutes then stopped for examination and all Bearings were found satisfactory.

The Engine was started at 16.06 hours on the 16th September and run at 50-55 R.P.M. and stopped at 17.48 hours to examine Bearings. All Bearings were found satisfactory and vessel proceeded at 50-55 R.P.M. to the Port of Algiers, where upon instructions having been received from the Owners of the vessel, it was decided that further examination of the defects and the necessary repairs would be carried out. The Lubricating Oil pressure had been increased from 11 to 20 lbs. per square inch.

It was also stated by the Master of the vessel that at 20.30 hours on the 9th September 1952, a Wireless message was sent to the Master of the M.V. "BRITISH FREEDOM" 11207 tons gross of London, requesting him to Stand By, during the time that repairs were being carried out by the Ship's Staff as the vessel was drifting in an N.W.E. direction towards Cape de Gata. At 01.30 hours (G.M.T.) the vessel was drifting to Eastwards clear of Cape de Gata and the M.V. "BRITISH FREEDOM" was now in the vicinity and Standing By. At 07.30 Hours on the 10th September 1952 (G.M.T.) vessel in position with Cape de Gata 303°, distance : 26 miles, position secure and M.V. "BRITISH FREEDOM" left the vicinity and proceeded on her voyage. Noon position Lat. 36°27'N Long. 01°34'W Estimated Easterly Set 41 Miles in 24 hours.

Thursday, 11th September 1952. Noon position Lat. 36°16'N. Long. 00°41'W estimated Easterly Set 44 Miles in 24 hours.

Friday, 12th September 1952. Noon position, Lat. 36°26'N. Long. 00°02'W. Estimated Easterly Set 36 Miles in 24 hours.

At 20.00 hours (G.M.T) received radio signal from Head Office that they had instructed M.V. "BRITISH SURVEYOR" to stand by until repairs satisfactorily completed. 21.30 hours (G.M.T) M.V. "BRITISH SURVEYOR" 8655 tons gross of London, arrived and stood by in vicinity.

Saturday, 13th September 1952. M.V. "BRITISH SURVEYOR" standing by in vicinity throughout.

Sunday, 14th September 1952. M.V. "BRITISH SURVEYOR" standing by throughout. Engines tried this evening but unsatisfactory. Estimated Easterly Set 35 miles in 24 hours.

Monday, 15th September 1952. M.V. "BRITISH SURVEYOR" standing by throughout. Engines again tried this morning, still some adjustments to be made.

Noon position Lat. 36°58'N. Long 01°14'E. Estimated Easterly Set 29 miles in 24 hours. At 15.06 hours (G.M.T.) vessel got under way at Slow Speed, proceeded towards Algiers, M.V. "BRITISH SURVEYOR" escorting. At 22.06 hours G.M.T. vessel stopped awaiting instructions from London.

Tuesday 16th September 1952. Vessel stopped awaiting instructions from London M.V. "BRITISH SURVEYOR" standing by in vicinity. At 05.20 hours G.M.T. position Lat. 37°17'N. Long 02°38'E. 08.36 G.M.T. vessel got under way at Slow Speed moving in towards the Coast. Noon position, vessel stopped Lat. 37°07'N, Long. 02°49' E. 13.33 hours G.M.T. radio instructions received from Head Office for vessel to proceed to Algiers, vessel under way at Slow Speed and moving towards Algiers. M.V. "BRITISH SURVEYOR" escorting. 17.27 hours G.M.T. vessel picked up Pilot off Port. M.V. "BRITISH SURVEYOR" already proceeding on her voyage. Vessel entered Algiers harbour at 17.48 hours G.M.T. and made fast at 18.34 hours G.M.T. For further particulars please see the log Books and Copies of extracts from the Deck and Engineers Log Books, herewith attached to this report.

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Upon examination carried out by the Undersigned, the following is the damage found to have been sustained with recommendations for repairs found necessary to place the Machinery of this vessel in the same condition as it was in before the damage was sustained.

FOUND.

Main Motor

Bottom end Bearings removed, examined, and whitened metal Surfaces found to be slightly wiped and oil Gutters partly choked with run metal.

All Crankpins (Numbers 1 to 6 inc.) found to be somewhat scored and bearing surfaces uneven. In some cases whitened metal was found to be adhering to the Crankpin Bearing surfaces.

Crankshaft Deflection Readings taken and alignment of Shaft found to be unsatisfactory.

Top halves of All Main Bearings removed and examined. Whitened metal Bearing Surface in way of Numbers 1 to 8 Main Bearings found to be wiped and Lubricating Oil Gutters found to be partly choked with run metal. Flaked whitened metal found to be adhering to Shaft Journal surfaces, which were also found to be somewhat scored and uneven.

Top halves of Scavange Air Pump and Air Compressor Shaft Main Bearings found to be in satisfactory condition but required to be cleaned and dressed.

RECOMMENDED.

Main Motor

Bottom end Bearings to be removed for examination and Crankshaft Deflection readings to be taken (Prior to removing Top halves of Main Bearings.)

All Bottom end Bearings to be scraped, and Oil Gutters to be Cleared and dressed as

All Crankpins (Number 1 to 6 inclusive) to be Lapped and honed as found necessary to obtain good Bearing surfaces.

Crankshaft alignment to be again examined when repairs to Main Bearings have been completed.

It is also recommended that the alignment of the Crankshaft and Intermediate Shaft Couplings be examined and adjustments made if found necessary.

Top halves of Main Bearings (N^os 1 to 8 inc. also top halves of Scavange Air Pump and Air Compressor Shaft Main Bearings to be opened up and examined.

Top halves of all Main Bearings (N^os 1 to 8 inclusive) to be scraped, and oil Gutters to be recut as required and to be dressed. Thicknesses of Top halves of Bearings to be ascertained and later to be compared with thicknesses of the Bottom halves of the Main Bearings with a view to fitting the Top halves to the Bedplate Housings.

Top halves of Scavange Air Pump and Air Compressor Shaft Main Bearings to be cleaned dressed and adjusted.

Wear down readings of Bottom halves of All Main Bearings (N^os 1 to 8 inclusive) to be taken and results compared with readings taken when the Bearings were (stated) re-metalled in July 1952.



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FOUND.

Wear Down Readings of Main Bearings taken (with Ship's Bridge Gauge) and found that Bottom halves of Bearings had worn down to depth of two Millimetres.

Bottom halves of Main Bearings removed (Top halves Temporarily fitted as found necessary to support the Crankshaft) examined and all found to be in somewhat poor condition. The Whitemetal surfaces were badly wiped and the run Metal had completely choked the Oil Gutters.

Crankshaft (Crankpins and Journals) Lubricating Oil Delivery Pressure examined from Crankpin and Shaft Journal Lubricating Oil Holes whilst Engine was being turned (in Ahead and Astern directions) by means of the Turning Gear, and the Oil Flow under Pump and Gravity Pressure systems, indicated that the Oil Passages were partly choked.

Bearing Surfaces of Crankshaft Journals found to be scored and slightly pitted.

Crankcase Oil Sump examined and Three Sections of the Wire Mesh Strainers were found to be holed and partly wasted.

Suspected that Crankcase (3 Sections) Joints were in leaking condition.

RECOMMENDED.

All Bottom halves of Main Bearings (N's 1 to 8 inclusive) to be removed and examined.

All Bottom halves of Main Bearings to be reinstalled with Good Quality whitemetal, Bearings then to be machined to original thicknesses (as stated by the Chief Engineer of the vessel) and Oil Gutters to be recut as originally. Bearings then to be bedded to Crankshaft Journals and Crankshaft Alignment to be checked by means of taking deflection readings on completion.

Crankshaft, Crankpins and Shaft Journals, Lubricating Oil System to be tested by means of Lubricating Oil Gravity and Lubricating Oil Pump Pressure systems.

Crankshaft Lubricating System in way of Main Bearing Journals and Crankpins to be cleared of obstructions (pieces of run whitemetal) and cleaned and Pressure of Oil Flow to be again examined.

Bearing Surfaces of Crankshaft Journals to be Honed and dressed to give good bearing surface.

Thrust Shaft Bearings to be opened up for examination.

All Sections of Oil Sump Strainers to be removed for access to cleaning Sump and Three defective Sections to be renewed. Oil Sump to be drained and Samples of Lubricating Oil to be analysed and Supply of Lubricating Oil to be renewed if considered necessary.

The Crankcase (fitted in 3 Sections) Joints were leaking and recommended that the Joint bolts be examined and tightened up as found necessary. Also recommended that Engine Bedplate Holding down bolts be examined and tightened up as found necessary.

As Spare Top halves of Bottom end Bearings were fitted at Sea by Ship's Staff, it is recommended that the Two defective Top halves be reinstalled, machined as original and placed on board as spares.



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FOUND.

RECOMMENDED.

Gravity Lubricating Oil Tank to be emptied. Gravity Oil Tank and all Lubricating Oil Pipes Lines from Gravity Tank also from Lubricating Oil Pump to Main Motor to be examined and cleaned.

Lubricating Oil Filters to be opened up, cleaned and examined.

On Completion of Repairs Machinery to be examined under working conditions.

The foregoing recommendations were made with a view to placing the Machinery of this vessel in the same good working condition as it was in before the damage was sustained.

It was stated by the Chief Engineer of the vessel that in his opinion, the Overflow System as fitted to the Portside Lubricating Oil Gravity Tank, was unsatisfactory, and to ensure that the Watchkeeping Engineer would know immediately if any failure occurred either in the Gravity or (Pump) Forced pressure Lubricating Oil System, that a Suitable Alarm be made and fitted independently to each System.

In the case of the Gravity Tank, an Internal Float be fitted and arranged to control a Loud Whistle Alarm operated from the Compressed Air System, and in the case of the Forced Lubrication System, the Loud Whistle Alarm to be fitted to the Main Lubricating Oil Pipe Line, also operated by a connection from the Compressed Air Line. This matter was discussed between the Chief Engineer and the Undersigned and also with the Repairs Firm and the necessary work put in has Repairs commenced on the 16th September 1952, and Overtime was worked in the Workshop and on board the vessel, as was found consistent to avoid delay to the vessel.

NOW DONE :

FOUND.

RECOMMENDED.

NOW DONE.

Main Motor n°s I-6 Units inc.

Main Motor

Main Motor

Bottom end Bearings to be removed for examination and Crankshaft Deflection Readings to be taken prior to removing Top Halves of Main Bearings.

Bottom End Bearings removed. examined and whitemetal Surfaces found to be slightly wiped and Oil Gutters partly choked with whitemetal.

Bearings to be scraped and Oil Gutters to be cleaned and dressed as required.

Completed.

All Crankpins (N°s I-6 inc.) examined, found to be somewhat scored and bearing surfaces uneven. In some cases whitemetal was found to be adhering to Crankpin Bearing Surfaces.

All Crankpins (N°s I-6 inc.) to be Lapped and honed as found necessary to obtain good bearing surfaces.

Completed.

The Undersigned was absent from Algiers (at Ferryville Dockyards, Bizerte) between the 30th September and AM on 7th October 1952.

On the 1st October 1952 when the workmen had completed Honing n°6 Crankpin, upon an examination of the Crankshaft being carried out by the Chief Engineer, he found Two Cracks on the Crankpin, and immediately arranged with the Repair Firm for X-Ray photos of the Cracks to be taken.

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I arrived on board on the afternoon of the 7th October 1952, and upon examination of the Crankshaft found n°6 Crankpin to be fractured circumferentially in the places. One fracture in way of the Forward Crankweb was about 10" long and One Fracture in way of the After Crankweb was about 5" long : using a Three thousandths of an inch feeler the Forward Fracture was found to be 1/2" deep, but the depth of the After Fracture could not be ascertained. It was stated that the result of the X-Ray photos was not satisfactory. The apparatus used not being powerful enough to penetrate the thickness of Metal in the Crankpin Messrs. Charbonac S.A. Lloyd's Agents at Algiers were notified and a Telegram was dispatched to Lloyd's Register of Shipping, London, reporting the defect and permission requested to continue with the Engine work now in hand with a view to placing the vessel in a safe condition (to enable her to have Steering control in the event of being Towed) to proceed to a port arranged by the Owners of the vessel, where Permanent Repairs could be carried out : It was then arranged with the repairers that an Industrial Photographer should attempt to obtain Photographs of the Fractures in way of N°6 Crankpin, and on the 8th of October, photographs were taken but owing to the vibration in the Engine room and the difficult position of the Cracks the Photographs were not found satisfactory; Centre Punch marks were made at the extreme ends of each of the fractures, which would again be examined after Machinery trials had been carried out on Completion of the Temporary repairs now in hand.

<u>FOUND.</u>	<u>RECOMMENDED.</u>	<u>NOW DONE.</u>
Crankshaft Deflection readings taken and alignment of Shaft found to be unsatisfactory.	Crankshaft Alignment to be again examined when repairs to the Main Bearings have been completed.	Completed.
	It is recommended that the Alignment of the Crankshaft and Intermediate Shaft Couplings be examined and adjustments made if found necessary.	Crankshaft and Intermediate Shaft Alignment examined and Intermediate Shaft found to be Slightly High, this defect was corrected. It was also intended to check the Propeller Shaft Coupling Alignment with the Intermediate Shaft Coupling, but owing to difficulty in removing all the Coupling belts this was not done at this time, but recommended will be done whilst Permanent repairs are being carried out.
	Top halves of Main Bearings (N°s 1-8 inc.) also Top halves of Scavenge Air Pump and Air Compressor Shaft Main Bearings be opened up and examined.	
Top halves of All Main Bearings removed and examined. Whitmetal surfaces in way of N°s 1-8 Main Bearings (inc.) found to be wiped and Lubricating Oil Gatters found to be partly choked with run metal.	Top halves of All Main Bearings (N°s 1-8 inc.) to be scraped and Oil Gatters to be recut as required and to be dressed.	Completed.

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FOUND.

Flaked Whitemetal found to be adhering to Shaft Journal Surfaces which were also found to be somewhat scored and uneven.

Top halves of Scavange Air Pump and Air Compressor Shaft Main Bearings found to be in satisfactory Condition but required to be cleaned and dressed.

Wear Down readings of Main Bearings taken (with Ship's Bridge Gauge) and found that Bottom halves of Bearings had worn down to depth of 2 millimetres.

Bottom halves of Main Bearings removed (Top halves Temporarily fitted as found necessary to Support the Shaft) examined and all found to be in somewhat poor condition. The whitemetal Surfaces were badly wiped and the run metal had completely choked the Oil Gutters.

During the time of Fitting the Bottom halves of the Main Bearings and Checking Alignment of Crankshaft it was found that n°2 Bottom Half was one millimetre too low, due to the Housing in way of the Bedplate being machined 1 millimetre lower than the others.

RECOMMENDED.

Thicknesses of Top halves of Bearings to be ascertained and later to be compared with thicknesses of the Bottom halves of the Main Bearings with a view to possibly fitting the Top Halves to the Bedplate Housings.

Top halves of Scavange Air Pump and Air Compressor Shaft Main Bearings to be cleaned, dressed and adjusted.

Wear Down readings of Bottom halves of all Main Bearings (N°s 1-8 inc.) to be taken and results compared with readings taken when the Bearings were (stated) re-metalled in July 1952.

All Bottom halves of Main Bearings (N°s 1-8 inc.) to be removed and examined.

All Bottom halves of Main Bearings to be re-metalled with good quality whitemetal. Bearings to be machined to original thicknesses (as stated by the Chief Engineer of the vessel.) Oil Gutters to be recut as originally. Bearings to be then bedded to Crankshaft Journals and Crankshaft alignment to be checked by means of taking Deflection Readings.

Bottom half of n°2 Main Bearing to be again re-metalled and Machining allowance made for difference in Bedplate Housing Shaft Alignment to be again examined on Completion.

Crankshaft, Crankpins and Shaft Journals, Lubricating Oil System to be tested by means of Gravity and Lubricating Oil Pressure Systems.

NOW DONE.

This work was carried out and it was found that the Top and Bottom halves of the Bearings were not interchangeable.

Completed.

Completed.

Completed - Hoyt n°11 whitemetal used.

Completed Satisfactorily

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<u>FOUND.</u>	<u>RECOMMENDED.</u>	<u>NOW DONE.</u>
Crankshaft (Crankpins & Journals) Lubricating Oil Delivery Pressure examined from Crankpins and Shaft Journal Lubricating Oil Holes whilst Engine was being turned (in Ahead & Astern directions) by means of the Turning Gear and the Oil Flow under the Pump and Gravity Pressure systems indicated that the Oil Passages were partly choked.	Crankshaft Lubricating System in way of the Main Bearing Journals and Crankpins to be cleared of obstructions (pieces of white-metal) and cleaned and Pressure of Oil to be again examined.	Completed, examined and found satisfactory.
Bearing Surfaces of Crankshaft Journals examined, found to be scored and slightly pitted.	Bearing Surfaces of Crankshaft Journals to be Honed and dressed to give good Bearing surface.	Thrust Shaft Forward and After Bearings examined and found satisfactory. Completed.
Crankcase Oil Sump examined and 3 Sections of Wire Mesh Strainers found to be Holed & partly wasted.	All Sections of Oil Sump Strainers to be removed for access to cleaning Sump and 3 Defective Sections to be renewed.	Completed.
	Oil Sump to be drained and Samples of Lubricating Oil to be Analysed and Supply of Lubricating oil to be renewed if considered advisable.	Analysis found percentage of Water in the Oil which also required to be reprocessed, therefore considered advisable to Change the Oil in the System 1500 Gallons (Shell) Tampla 40 Lubricating Oil put into System after Gravity Tank and all Lubricating Oil Pipes and Oil Filters had been examined and cleaned. The old oil was pumped into Oil Drums and remained on board the vessel.
Suspected that Crankcase (5 Sections) Flange Joints were in leaking condition.	The Crankcase (fitted in 3 Sections) Joint bolt fastenings be examined & tightened up as found necessary. Engine Bedplate Holding Down bolts be examined & tightened up as found necessary.	Completed.



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FOUND.

RECOMMENDED.

NOW DONE.

As spare Top halves of Bottom end Bearings were fitted by Ship's Staff whilst vessel was stopped at Sea, it is recommended that Two defective Top Halves of Bottom End Bearings be re-metalled, machined as originally and placed on board as spares.

Completed.

On Completion of Temporary repairs the Machinery to be tried (running in Ahead direction) under reduced Power working condition whilst vessel moored Stern on to Jetty Butavand and if Dock trial found satisfactory, vessel to be shifted (by means of 2 Tugs) outside Harbour Breakwater and Sea trial of 2 hours duration under reduced Power (55-50 H.P.M.) be carried out.

Temporary Repairs Completed on the 14th October 1952 at 2.30 P.M. Dock trial carried out. Main Motor run for 10 Minutes and Stopped for examination of Bearings. Upon examination N's 2 & 6 Main Bearings found to have become overheated. Two Top halves of Bearings removed, examined and white metal Surfaces found to be wiped. Bottom halves of Bearings removed also found to be wiped and Oil Channel partly choked.

N's 2 & 6 Main Bearings (Top & Bottom halves) Scraped, dressed as required and refitted. It was also found during the Running trial that the Propeller Shaft Flusser Block holding down bolts were slack. The Holding Down Bolts were tightened up. N°6 Bottom End Bearing removed, and Extreme ends of Fractures in way of N°6 Crankpin ((Centre Punch) marked in order to give indication after further trial if any alteration to the fracture had occurred.

At 2.30 P.M. on the 15th October, Dock trials were again carried out Engine running (in Ahead direction) The Engine was run for Ten minutes, then stopped and all Bearings found Satisfactory. Engine was again run for one Hour and all Bearings found satisfactory : Owing to weather conditions the Sea Trial was postponed and arranged for 9.30 A.M. on 16th October.

At 09.50 hours on 16th October 1952 the vessel was shifted outside Harbour by means of 2 Tugs) and Sea Trials were carried out from 09.55 until 12.30 hours



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FOUND.

RECOMMENDED.

NOW DONE.

The Main Motor was run at 60 r.p. and all Bearings were found to be satisfactory.

During the Trials Indicator Cards were taken and it was found that n°4 Cylinder was working under Powered, and it was decided to open up n°4 Cylinder and examine the Piston Rings.

Main Motor n°4 Unit

Piston Rings examined and found to be worn.	6 New Piston Rings to be fitted (from Ship's Spares.)	Completed at p.m. on the 18th October 1952.
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So far as the foregoing damage is concerned, in my opinion, the Machinery is now in an efficiently good working condition to enable the vessel to proceed under Reduced Power (about 60 r.p.m.) to a Port arranged by the Owners in order to have the Permanent Repairs to the Main Motor Crankshaft carried out. After Completion of Temporary Repairs and Machinery (Sea) trial the vessel remained at Algiers pending instructions from the Owners.

I visited the vessel on the 28th November and was informed by the Master that the vessel might be sold as she lay, and that two representatives of an Italian Shipping Company had arrived at Algiers and had commenced to examine the vessel, but he had not been officially notified by his Owners that the vessel had actually been sold. It was also stated by the Master of the vessel that during the time the vessel had been moored Stern-on to the Jetty Butavand at Algiers (In a fairly exposed position) he had considerable trouble with the Stern moorings during bad weather, and the following Mooring Ropes and Wires had been damaged. :-

- Wednesday 15th October Starboard Quarter Combination Wire Pennant parted.
- Friday 7th November One 3 1/2" wire Rope parted.
- " " " One 8" Sibal Mooring Rope Starboard Quarter.
- Sunday 9th November One 3 1/2" Wire Rope)
One 8" Sibal Mooring Rope) Parted Port Quarter.
- Sunday 16th November Two 8" " " " Parted Port Quarter.
- Saturday 15th November Two Coils Spring wire hired from Shore and one was put out at each quarter.

During the vessel's stay at Algiers from 17th September until the 24th November 1952, it was stated by the Master of the vessel that the following expenses had been incurred :

- Cost of Cleaning Lubricating Oil Sump Portside Gravity Lubricating Oil Tank, Main Motor Seating and after Bilge Well.	Fr.	205.459.-
Main Motor Temporary Repairs	"	4.171.000.-
- Turning Engine Temporary Repairs	"	64.600.-
- Alarms fitted to Main Motor Lubricating Oil Systems. (Gravity and Pump Pressures)	"	129.740.-
- Pilot's charges for Services during trials		
- Fresh water consumed (for Domestic Purposes)	Tons	200.
" " " (for Donkey Boiler Purposes)	"	314.
- Bunkers consumed (Diesel Fuel)	"	134.
- Lubricating Oil consumed	Galls	283.
Lubricating Oil in way of Main Motor System was charged and quantity used for this purpose	"	1500.
- (Stated) Cost of Hire of Extra moorings from 15th October until 24th November 1952	Fr.	70.000.-



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On the 8th December 1952, I was informed by Messrs. Penna & Co., Shipping Agents at Algiers, that the vessel had been sold to Messrs. Spedizion Italiane Maritime Terrestri, Piazza Vignel, Genoa, Italy, and at p.m. on the 8th December, I sent a Cable to Lloyd's Register, London, informing them that the vessel had been sold and requesting permission to issue an Interim Certificate to enable the vessel to proceed, under her own reduced power) to the Port of Genoa, escorted by Tug "Ursus" expected to arrive at Algiers on the 9th December 1952.

On the 9th December 1952, a representative from Messrs. R. Penna & Co? Shipping Agents at Algiers, accompanied by Captain Costi, the newly appointed Master of the vessel, called at the Office, and stated that a Tug was expected to arrive from Italy that evening. I visited the vessel together with the Agents Representative and Captain Costi, and found that the Crew on board consisted of the Master, One Officer, 3 Sailors, 1 Cook, 2 Engineers and 3 Firemen.

The Donkey Boilers were under Steam and the Starboard Forward Auxiliary Generator was in use for General Purposes. The vessel was in Ballast Condition, Cargo Tanks n°1, P. & S. Full, n° 3 P. & S. Half full, n°5 P. & S. Half full, n°7 P. & S. Full.

Arrangements were being made for the use of a Floating Crane in order to remove the Port Anchor and prepare the Portside Anchor Cable for Towing Purposes. The Steam Tug "Ursus" 515 tons gross of Venèce, arrived at Algiers at p.m. on the 9th December 1952.

At A.M. on the 10th December 1952, I visited the s.s "British Honour" and the Steam Tug "Ursus" at request of the Master, and generally examined the Towing Gear also the Machinery & Boiler, which was found to be satisfactory.

At A.M. on the 11th December, the Floating Crane "La Corena" was hired (8 tons lifting Capacity) at a Cost of Fr. 60.000.- The Port Anchor was disconnected (unshackled at 3 Link joining shackle to the 1st length of Cable) placed on board the vessel and stowed in way of the Main Deck P.S.F. The Towing Gear on both vessels was examined by the Master of the "British Honour" and the Master of the Steam Tug "Ursus" and Emergency Towing Hawsers were placed in handy position. The Towing Hawser of the S.T. "Ursus) was made fast to the Port side Anchor Cable of the "British Honour", and the vessels left Algiers bound for Genoa, Italy, at about 14.30 hours on the 11th December 1952.

The M.V. "British Honour" 7103 tons gross of London, in my opinion, is new in fit condition to be Towed as a Hulk to the Port of Genoa, Italy, where it is stated that Permanent Repairs to the Main Motor Crankshaft will be carried out before the end of February 1953 (3 months)

G. M. MacDonald

Surveyor appointed by Lloyd's Agents at Algiers.

Surveyor's Fees : Fr/ 66.000.

Expenses : 7.500.

(From 16th September until 20th October 1952.)



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