



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 Oil in way of Crankpins (N°s 1 to 6 inclusive) were cleaned 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 Crankcase cleared of loose metal: the oil supply pipes from Main Oil Line to Main Bearings were removed, blank 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. During the examination no chokage was found in way of 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 come overheated. These parts were removed, scraped as required and the Oil Gutters 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 10.06 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 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" II 207 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.N.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°28'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, proceeding towards Algiers, M.V. "British Surveyor" escorting. At 22.06 hours G.M.T. vessel stopped awaiting instruction 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. 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.

Upon examination carried out by the Undersigned the following damage was found to have been sustained Main Motor. Bottom End Bearings N°s 1 to 6 inclusive opened up and examined. White Metal Surfaces found to be slightly wiped and Oil Gutters partly choked with whitemetal. All Crankpins N°s 1-6 inclusive found to be somewhat scored and bearing surfaces uneven. In some cases whitemetal 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, examined and whitemetal Bearing Surfaces in way of N°s 1 to 8 inclusive, found to be wiped and Lubricating Oil Gutters found to be partly choked with run metal. Flaked Whitemetal found to be adhering to shaft journal surfaces which were also found to be somewhat scored and uneven. Top halves of Scavenge Air Pump and Air Compressor Shaft Main Bearings examined and 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 the Main Bearings had worn down to depth of two millimetres. The Bottom halves of the Main Bearings were removed. (Top halves temporarily fitted 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. The Crankshaft (Crankpins and Journals) lubricating Oil Delivery Pressure examined from Crankpin 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 systems indicated that the Oil Passages were partly choked. The Bearing Surfaces of the Crankshaft Journals found to be scored and slightly pitted. The Crankcase Oil Sump examined at three Sections of the Wire Mesh Strainers were found to be holes and partly wasted. It was also suspected that the Crankcase (3 Sections) Joins were in leaking condition. It was suspected that the Gravity Lubricating Oil Tank and Lubricating Oil Pipes from the Tank to the Filters and Main Motor might be dirty and recommended that the entire Lubricating Oil System be examined and cleaned, and that a sample of the Lubricating Oil be analysed and the condition be reported upon.

M.V. "BRITISH HONOUR" - continued.

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 hand. 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. Repairs Now Done : Bottom end Bearings n°s 1 to 6 inclusive, scraped up, and oil gutters dressed. Crankpins lapped and honed.

The Undersigned was absent from Algiers between the 30th September and 7th October, and when workmen had completed honing the Crankshaft Journals and Crankpins, upon an examination of the Shaft, carried out by the Chief Engineer (on 1st October 1952) he found two cracks in way of n°6 Crankpin and arranged with the repairer's firm for X-Ray photos of the Cracks to be taken. The Undersigned returned to Algiers on the 7th October and upon examination of the Crankshaft found n°6 Crankpin to be fractured circumferentially in two 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 would 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. Bottom halves of Main Bearings (n°s 1 - 8 inc.) re-metalled, Hoyt n°11 Whitemetal being used, and bearings machined to original thicknesses of whitemetal as stated by the Chief Engineer. The Bearings were then bedded to Crankshaft Journals and refitted in place, when it was found that n°2 Bottom half was one millimetre too low due to the Housing in way of the Bedplate being machined one millimetre lower than the others, this necessitated Bottom half of n°2 Main Bearing being again remetalled and machined to correct thickness of Metal, bedded to Shaft Journal and fitted. The Alignment of the Crankshaft was then examined and found satisfactory. During the time the Bottom halves of Main Bearings were being repaired, the Crankshaft, Crankpins and Shaft Journals lubricating

M.V. "BRITISH HONOUR" (continued)

oil system was cleaned and tested by means of Gravity and lubricating Oil pressure systems and found satisfactory. Thrust Shaft bearings opened up, examined and found satisfactory. All Sections of the Main Motor Oil Sump Strainers were removed, the Oil Sump was drained and cleaned and the bolt fastenings of the 3 Sections of the Crankcase were tightened up, and the 3 defective Sections of the Strainers were renewed. An Analysis of the Lubricating Oil was examined and from the results obtained, it was considered advisable to change the Lubricating Oil Supply, 1500 Gallons of Shell Tampla 40 being used for this purpose. The Main Engine Bedplate holding down bolts were examined and tightened up as found necessary: on completion of Temporary Repairs a Deck trial was carried out on the 14th October 1952. The Engine was run for 10 minutes at 50 r.p.m., then stopped and Bearings examined when it was found that n<sup>o</sup>s 2 & 6 Main Bearings had become overheated. The Top and Bottom halves of the bearings were removed, dressed as required and re-fitted in place. During the trial the Propeller Shaft Plummer Block holding down bolts were found to be slack and were tightened up at this time. At 14-30 hours on the 15th October 1952, Deck trials were again carried out and found satisfactory. Owing to weather conditions the Sea Trial was postponed until AM on the 16th October 1952. At 09-00 hours on the 16th October 1952, the vessel was towed outside the Harbour (2 Tugs in attendance) and Sea trials at reduced speed carried out from 09-35 hours until 12-30 hours; the Main Motor being run at 60 r.p.m. and found satisfactory. Indication Cards were taken during the trial when it was found that n<sup>o</sup>4 Cylinder was working underpowered and it was decided to open up n<sup>o</sup>4 Unit and examine the Piston Rings. When the vessel returned to the berth, n<sup>o</sup>4 Unit was examined and 6 New Piston Rings were fitted. It was then stated that the vessel would return to the U.K. for Permanent Repairs to the Crankshaft.

After Completion of the Trials the vessel remained at Algiers pending instructions from the Owners, and awaiting the arrival of an escort vessel. I visited the vessel on the 28th November 1952, and was informed by the Master that she might be sold to Italian Owners and two representatives (Messrs. Sped. Italiano Maritime Terrestri of Genoa) of this Company had arrived to examine the vessel.

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 Italiano 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<sup>o</sup>1, P & S Full, n<sup>o</sup> 3 P & S Half n<sup>o</sup>5 P & S Half full, n<sup>o</sup> 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 Venice 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 the 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 Cost of Fr.60.000. The Port Anchor was disconnected (unshackled at 3 link joining shackle to the 1st length of the 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 ST. "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 now 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)

Interim Certificate issued, Copy of which is herewith attached to this report.

*G. MacDonald*



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