

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report 8th, Sept. 19 52 When handed in at Local Office 8th, Sept. 19 52 Port of FALMOUTH.

No in Reg. Book. Survey held at FALMOUTH Date. First Survey 13.8.52. Last Survey 29.8. 19 52 (No. of Visits 8)

54165 on the Machinery of the ~~Wood, Iron or Steel~~ 'BRITISH LORD'

Tonnage { Gross 6098 Vessel built at SUNDERLAND By whom J.L. THOMPSON & SONS, LTD, Year. Month. When 1922 11  
 Net 5629 Engines made at MANCHESTER By whom MET. VICKERS ELEC. CO. LTD, When 1922  
 Nominal Horse Power { MN 644 Boilers, when made (Main) 1922 (Donkey) 1922  
 Owners BRITISH TANKER CO. LTD, Owners' Address -  
 No. of Main Boilers 3 SB (Spt) Managers - Port LONDON Voyage -  
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Both  
 Steam Pressure in Main Boilers 200 lbs. (State name of Dock.) No.2. Drydock  
 in Donkey Boilers 180 lbs.

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned how expired.	Machinery and Boiler Surveys (including date of N.B., if any)
*100A1		*LMC 4,49
10,51		BS 10,51
s.s.Sld.4,49 (Dr)		TS-OG(N)10,51
Carrying Petroleum in bulk.		
Fitted for oil fuel above 150° F.		11,22 F.P.

SEE SPL. NOTE S.R.L. (MAGHY)

Last Report No. Port Particulars of Examination and Repairs (if any) DOCKING, BS, BLR. REPAIRS

(Periodical Surveys, when held, must be reported in detail and seriatim 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 through examination at this time? Yes

Did the Surveyor personally go inside each Donkey Boiler separately and make a through examination at this time? Yes

If not, state for what reasons. What parts of the Boilers could not be thus thoroughly examined?

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. 19th, August, 1952. Present condition of funnel(s) Efficient

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 200 lbs. sq. inch

Did the Surveyor examine the Safety Valves of the Donkey Boilers? Yes To what pressure were they afterwards adjusted under steam? 150 " " "

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes (at Chief Engineer's request) and of the Donkey Boilers? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? None fitted and of the Donkey Boilers? None fitted

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? Yes

Has the screw shaft now been drawn and examined? No Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

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 oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft. - State the wear down in the stern bush. 3/32" Is electric light and/or power fitted? - If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? -

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

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

NOW DONE FOR DOCKING

Vessel in drydock. Examined propeller, after end of sternbush and underwater fastenings. All found or placed in good condition.

FOR B.S.

The three main boilers and superheaters and the donkey boiler examined throughout with mountings, manholes, doors and their fastenings. Port boiler examined under hydraulic pressure on completion of undermentioned repairs and found sound and tight.

Later the three main and donkey boilers were examined under steam and the safety valves adjusted to the pressures stated above. Steam smothering arrangements and oil fuel installation examined under working conditions with satisfactory results.

BOILER REPAIRS

Port Boiler: -

Starboard high furnace where flanged to combustion chamber tube plate, wasted at line of rivets over

General Observations, Opinion, and Recommendation: - PTO

(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, BS 9,11, B&MS 9,11, \*LMC 9,11 or CS 3,34)

\*LMC 140 lb., FD, &c.)

CS 3,34

The machinery of this vessel, so far as now seen, is in safe working condition and eligible in my opinion to remain as now classed with fresh record of BS 8,52.

Survey Fee (per Section 23) BS £23: 0 0 Fees applied for 9.9. 19 52

Special Damage or Repair Fee (if any) £ 5: 0 0 Received by me, 19

Special attendance (per Section 23.) £ 3: 3 0

Travelling expenses (if chargeable)

Committee's Minute THURS 2 OCT 1952

Assigned BS 8,52

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Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to

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arc about 30" in length. Furnace flange cropped and new piece fitted, suitably prepared, welded in place and re-riveted..

Port high combustion chamber - 16 tubes expanded.

Starboard Boiler

Port low combustion chamber - 1 stay and 1 plain tube renewed.  
24 tubes expanded.

Forward Boiler

2 side stays in port high combustion chamber renewed.

The lubricating oil pump and steering engine hydraulic pump were also examined at Owners' request and found or placed in good order.

Minor voyage repairs effected.

*J. Hudson*

*B.D. due 1052 Held*

It is submitted that  
this vessel is eligible for  
THE RECORD.

*B. 852*

*J. Han*

*20.9.52*



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