

Rpt. 9

Date of Report 13th March '61.

Survey held at Fremantle..W.A.

Received London

No. of visits 2

Port Fremantle..W.A.

No. 2463.

First date 1-3-61.

Last date 10-3-61.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 54986. S.S. Name M.V.

M. TANKER "BRITISH PATIENCE"

Gross tons 8123.

Date of build 1943.

Owners BP Tanker Co. Ltd.

Managers

Port of Registry London.

Engines made 1943.

By Harland & Wolff Ltd. Gl.s.

Type Oil Engine 4SA 6Cy.

No. of Main Engines 1 No. of Screws 1

No. of Main Boilers W.P.

No. of Aux. Boilers 2 W.P. 150 lb.

Surveyed Afloat or in Dry Dock Afloat.

Nature of Survey Temp. Repair to Elect. Wiring.

Was Damage Report issued? Int. Cert? Yes.

Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
100A1 oil tanker.	LMC CS 1/58.
S.S. 1/58.	Boilers A 7/60.
	Tail Shaft CL 8/59.

220 - Bal.

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 due 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 Wear Down of Stern Bushes Oil Glands Sea Connections

Fastenings Has Screwshaft/Tubeshaft been drawn? 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 L.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 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

1 Cyls., Covers, Pistons & Rods

2 Connecting Rods & Top Ends

3 Crankpins & Bearings

4 Journals & Bearings

5 Levers

6 SCAVENGE BLOWERS

7 SUPERCHARGERS

MAIN TURBINES

8 Casings, Rotors, Blading, Bearings & Thrusts

9 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

10 STEAM COMPRESSORS

1 CLUTCHES & HYDRAULIC COUPLINGS

2 REDUCTION GEARING

3 THRUST BLOCKS, SHAFTS & BEARINGS

4 INTERMEDIATE SHAFTS & BEARINGS

5 HOLDING DOWN BOLTS & CHOCKS

6 CONDENSERS (MAIN & AUX.)

7 STEAM RE-HEATERS

8 DE-SUPERHEATERS

9 STOP & MANOEUVRING VALVES

10 MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS This Vessel's machinery so far as seen is in good condition, eligible in my opinion to remain as classed subject to permanent repairs to electric wiring from poop to midship accommodation at next Dry Docking and to any other conditions at present attached to the class of the machinery being dealt with as previously recommended.

Date of Committee

THURSDAY 20 APR 1961

Decision

As now, subject.

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 _____ 7 Heaters (state service) _____
38 Independent Air Compressors, Coolers & Safety Devices _____
39 Air Receivers & Safety devices—Main _____ 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) _____

ELECTRICAL EQUIPMENT			
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators	_____	_____	Generators & Governors
b Exciters	_____	_____	_____
c Air Coolers	_____	_____	m Motors
d Motors	_____	_____	_____
e Air Coolers	_____	_____	n Switchboard & Fittings
f Control Gear, Cables, etc.	_____	_____	o Circuit Breakers
g Insulation Resistance	_____	_____	p Cables
h Insulating Oil Test	_____	_____	q Insulation Resistance
i Overspeed Governors	_____	_____	r Steering Gear Generators and Motors
j Magnetic Couplings	_____	_____	s Navigation Light Indicators
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 { Sat. _____
Spt. _____
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 items which are subjects of class)

TEMPORARY REPAIR TO ELECTRIC WIRING.

At the request of the Owners and in continuation of Bahrain Certificate 6-2-61 an examination made of electric wiring from poop to midship accommodation and all such circuits megger tested.

The armouring of three low voltage circuits found damaged.

Now Done for Temporary Repair. One cable at after starboard and two cables at forward port of gangway opened out, reinsulated, bonding wire fitted across break in armouring, wires supported and secured.

The length in each case was approximately 18 inches. All circuits were subsequently megger tested with good results.

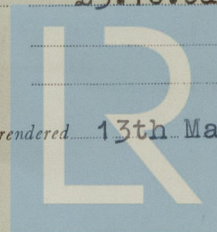
Next Dry Docking was stated to be expected July - August, 1961.

LEAVE THIS SPACE BLANK

Survey fees _____
Repair Fee £20. 0.0d.

Damage fee _____
Expenses £3.10.0d.

Date when A/c. rendered 13th March, 1961.



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