

Rpt. 9

Date of writing report 9/9/61. Received London Port Whyalla, Sth. Aust.. No. 550  
Survey held at Port Pirie, Sth. Aust. No. of visits One First date and Last date 8/9/61.

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 05014 Name M.V. "BRITISH ISLES" Gross tons 8739 Date of build 8-1947  
Owners BP Tanker Co. Ltd. Managers - Port of Registry London  
Engines made Sunderland By Wm. Doxford & Sons Ltd. Type Oil Engine 2SA 4 Cy. 600 x 2320mm.  
No. of Main Engines 1 No. of Screws 1  
No. of Main Boilers - W.P. 7  
No. of Aux./Donkey Boilers 2 W.P. 1501b  
Surveyed Afloat or in Dry Dock Afloat  
Nature of Survey Main Engine Exam.  
Was Damage Report issued? No Int. Cert.? Yes  
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

*100A1 Hull Oil Tanker SS 11/57 Dkg. 4/61	*IMC Machinery CS 11/56 DBS 4/61 TS CL 9/58 Sps 11/56
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2727 - Fre

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 LC.) PORT STARBOARD
- 1 Cyls., Covers, Pistons & Rods \_\_\_\_\_
- 2 Valves & Gears \_\_\_\_\_
- 3 Connecting Rods, { Side \_\_\_\_\_  
Top Ends & Guides { 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
- 11 Cyls., Covers, Pistons & Rods \_\_\_\_\_
- 12 Connecting Rods & Top Ends \_\_\_\_\_
- 13 Crankpins & Bearings \_\_\_\_\_
- 14 Journals & Bearings \_\_\_\_\_
- 15 Levers \_\_\_\_\_
- 16 SCAVENGE BLOWERS \_\_\_\_\_
- 17 SUPERCHARGERS \_\_\_\_\_
- MAIN TURBINES
- 18 Casings, Rotors, Blading, Bearings & Thrusts \_\_\_\_\_
- 19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES) \_\_\_\_\_
- 20 STEAM COMPRESSORS \_\_\_\_\_
- 21 CLUTCHES & HYDRAULIC COUPLINGS \_\_\_\_\_
- 22 REDUCTION GEARING \_\_\_\_\_
- 23 THRUST BLOCKS, SHAFTS & BEARINGS \_\_\_\_\_
- 24 INTERMEDIATE SHAFTS & BEARINGS \_\_\_\_\_
- 25 HOLDING DOWN BOLTS & CHOCKS \_\_\_\_\_
- 26 CONDENSERS (MAIN & AUX.) \_\_\_\_\_
- 27 STEAM RE-HEATERS \_\_\_\_\_
- 28 DE-SUPERHEATERS \_\_\_\_\_
- 29 STOP & MANOEUVRING VALVES \_\_\_\_\_
- 30 MAIN ENGINE DRIVEN PUMPS \_\_\_\_\_
- 31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES \_\_\_\_\_ Have Main Engines been tested working and manoeuvring? Yes

OPINION OF MACHINERY AND RECOMMENDATIONS. This vessel's machinery, so far as soon, is now in good condition and eligible in my opinion to remain as classed without fresh record of survey.

TUESDAY - 3 OCT 1961

Date of Committee \_\_\_\_\_  
Decision as now, subject.

Noted for Header

S.R. Thomas  
(Sgd.) S.R. Thomas © 2020  
Engineer Surveyor to Lloyd's Register of Shipping

If certificate is required state where to be sent

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

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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 \_\_\_\_\_ Auxiliary \_\_\_\_\_

40 Oil Fuel Tanks (Not forming part of hull structure) \_\_\_\_\_

41 Evaporators \_\_\_\_\_ 42 Have Evaporator Safety Valves been tested under steam? \_\_\_\_\_

43 Steering Machinery \_\_\_\_\_ 44 Windlass \_\_\_\_\_ 45 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 _____	
Mounlings, 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)

Main Engine Examination (Wear & Tear) :- At the request of the Owners and Master, attended on board for the purpose of examining the Main Engine following repairs to the No.2 upper piston. It was stated that a noise developed in the M.E. No.2 Unit on the 5th September whilst on a passage from Adelaide to Port Pirie. The engine was stopped at 1430 Hours and the No.2 upper piston complete with transverse beam and guides was removed for repairs but owing to squally weather having developed, these were deferred and the vessel proceeded with the main engine running on three cylinders. On arrival at the Port Pirie Anchorage at 2200 Hours, it was subsequently found that one of the upper piston head studs had fractured. A new spare head was fitted to the piston, the unit boxed up and the vessel proceeded to a berth on 7/9/61 with the main engine stated to be running satisfactorily on full power.

Upon examination, specially examined the No.2 cylinder upper piston skirt, transverse beam and guides, also, the scavenge trunk and the lower piston crown with the cooling water on and all found in order. Afterwards, the main engine was examined under working conditions and found good.

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Survey fees £12 - 0 - 0

Damage fee \_\_\_\_\_

Expenses £11 - 11 - 0

Date when A/c. rendered 8th September, 1961.