

Rpt. 9

Date of writing report 9/9/61.

Survey held at Port Pirie, Sth. Aust.

Received London

No. of visits One

Port Whyalla, Sth. Aust..

No. 550

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. Dorriford & 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. -
No. of Aux./Donkey Boilers 2 W.P. 150lb
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

*10041 Hull	*IMC Machinery
Oil Tanker	
SS 11/57	CS 11/56
Dkg. 4/61	DBS 4/61
	TS CL 9/58
	Sps 11/56

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 I.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

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.

Date of Committee

Decision

AS now, subject.

TUESDAY - 3 OCT 1961

Noted for Header

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

RPT. 9-J. & O'S. 3000-11/59 (PRINTED IN AUSTRALIA)

Lloyd's Register Foundation

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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

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

a Generators

b Exciters

c Air Coolers

d Motors

e Air Coolers

f Control Gear, Cables, etc.

g Insulation Resistance

h Insulating Oil Test

i Overspeed Governors

j Magnetic Couplings

k Air Gap

AUXILIARY EQUIPMENT

Generators & Governors

m Motors

n Switchboard & Fittings

o Circuit Breakers

p Cables

q Insulation Resistance

r Steering Gear Generators and Motors

s Navigation Light Indicators

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)

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.

Survey fees

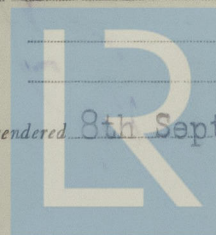
£12 - 0 - 0

Damage fee

Expenses

£11 - 11 - 0

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



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