

Rpt. 8

VRECK SECTION

Port BRISTOL.

No. 21899

Date of writing Report 29.1.62.

When handed in at Local Office 29.1.62.

Received London

Survey held at Sharpness.

No. of Visits 20.

First Date 24.4.1961.

Last Date 18.1.1962.

REPORT OF SHIP SURVEYS AND REPAIRS

(The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B.

42703

on the ~~Steel~~ ^{Steel} M.S.

"B.P. DRIVER" Ex B.P. Explorer.

Tons gross 303.

Built at Northwich.

By Whom W. J. Yarwood & Sons Ltd.

Year 1957 Month 1.

Owners Shell-Mex & B.P. Ltd.

Owners' address (If not already in R.B.)

Managers

Port of Registry London.

Surveyed Afloat or in Drydock Both.

Name of Dock Sharpness Shipyard.

Date of last examn. in Drydock 14.7.61.

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No.

21604

Port

Brs.

To be filled in at Head Office.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 summarised in the form below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

SHIP'S CLASS Date of Special and of Drydocking Surveys, etc.	Machinery
+100A1 oil tanker Bristol	+LMC 2.61.
Channel service, limiting port seawards Swansea 1.61.	
SS. 2.61.	

Give dates and references to any letters relating to this Report

In damage cases where the Surveyor has not made a special damage report he should state whether he offered

his services for this purpose and to whom and why they were declined

Freeboard as marked on ship and now verified 1 ft 7 1/4 ins

Was a damage report made by anyone else? If so, by whom?

EXAMINATION AND REPAIRS AS PER RULE FOR (1) Damage stated sustained by capsizing in the Bristol Channel on the 17.2.61, and (2) by unrecorded grounding.

Now Done - side shell (p&s), bridge & accommodation, trunk top and deck forward.

Shell plating (starboard-forward.) (All plates numbered from forward.)

The No. 1 and 2 plates in sheer strake cropped and part renewed.

The No. 1 plate in first below sheer cropped and part renewed.

The No. 3 plate in second below (B strake) renewed.

The No. 3 plate in A strake and No. 3 in sheer strake faired in place.

Six main frames in way cropped and part renewed.

One deck stringer plate released and faired in place.

Starboard Aft:-

No. 9 and 12 plates in sheer strake faired in place.

Nos. 10 and 11 plates in sheer strake cropped and part renewed.

Eight main frames in way removed, faired and replaced.

Keel:-

No. 1 keel plate faired in place.

Portside :-

No. 1 plate in A strake faired in place.

CONTINUATION OVER/OR SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

Has a Survey also been held on machinery of the Ship? Yes.

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

If so, is the Report sent now, or when will it be sent? Now.

Has Interim Certificate been issued? Yes.

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:—"to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1.55"; or "to remain as Classed and to have record of drydocking 1.55, and the notation of S.S. . . . 1.55".

This vessel, so far as now seen, is eligible in our opinion to remain as classed with fresh record of DS 7.61, subject to shell plates A6, 7 and 8 (ps.bottom shell) being examined and dealt with as necessary at the next drydocking.

Phos due
by self and
J.W.N. Keay
Surveyor to Lloyd's Register of Shipping

Date of Committee FRIDAY 23 FEB 1962

Minute

See Casualty report.



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Lloyd's Register Foundation

16 FEB 1962

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR		Docking SURVEY		
Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, Scantlings and <u>Folder</u> cleaned , examined and recoated in drydock	Yes.	F.P. Tank	Yes.	Yes.
Rudder lifted <u>Directional Propeller</u>	-	A.P. "	None.	
Weather Decks, Superstructures and Casings	Yes.	D.B. Tanks (indicate Oil Fuel and Cofferdams)	None.	
Hatchways, Covers, closing and securing appliances	Yes.	Fresh Water Tanks	None.	
Ventilator coamings, skylights, companionways and closing appliances	Yes.	Deep Tanks	None.	
Holds	None.	Oil Fuel Bunkers and Settling Tanks	None.	
'Tween Decks	None.	Side Tanks	-	
Fore Peak Spaces	Yes.	Wing Tanks	Yes.	Yes.
After " "	Yes.	Other Tanks	-	
Engine Space	Yes.	Cargo Tanks (Tankers)	Yes.	Yes.
Boiler "	None.	Cofferdams	Yes.	Yes.
Under Engines and Boilers	Yes.	Pump Rooms	Yes.	-
Tunnel and Well	Yes.	Have Tanks now Examined been Cleaned as Necessary?		Yes.
Coal Bunkers	None.	Have Struts in Cargo Tanks (of Tankers) been removed?		Yes.
Chain Locker	Yes.	Have Tanks been Retested as necessary after completion of any Repairs?		Yes.
Other Spaces	-			

Have the spaces now surveyed been cleared and cleaned as necessary? Yes.
 Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? -
 Have the bilges been cleaned out and examined? Yes. Has cement in bottom been examined? -
 Has steelwork had rust removed and afterwards been recoated as necessary? Yes.
 Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? -
 Has a Load Line Survey been held? Yes. If so, state which Annual.
 Have the shell and deck plating been drilled as per Rule? No. If so, Report 8(Dr) to be attached -
 Have any alterations to the approved scantlings and arrangements now been effected? No. If so, report details in body of Report.

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	<u>Good.</u>	Ceiling and Cargo Battens	<u>-</u>	Sluice Valves examined and found	<u>-</u>
" " in way of side scuttles <u>not examined</u>		Cement or Asphalt	<u>Good.</u>	Air and Sounding Pipes	<u>Good.</u>
Rudder and Sternframe <u>Directional Prop.</u>		Cargo and other Hatchways	<u>Good.</u>	Doubling Plates under Sounding Pipes	<u>Yes.</u>
Decks	<u>Good.</u>	Hatches and closing appliances	<u>Good.</u>	Masts and Rigging examined and found	<u>Good.</u>
Superstructures and their closing appliances	<u>Good.</u>	Ventilators, their coamings and closing appliances	<u>Good.</u>	Condition, how ascertained (State if wedges removed)	<u>Dismantled.</u>
Coamings and Casings	<u>Good.</u>	Companionways and Skylights	<u>Good.</u>	Chain Locker	<u>Good.</u>
Beams and Fastenings	<u>-</u>	Shell Openings	<u>-</u>	EQUIPMENT	
Frames	<u>Good.</u>	Ash Shoots	<u>-</u>	Equipment Letter	<u>d</u>
Reverse Frames	<u>Good.</u>	Overboard Discharges and Scuppers	<u>Good.</u>	Anchors, No. of <u>2B 1S</u>	Condition <u>Good.</u>
Longitudinals	<u>Good.</u>	Freeing ports <u>(Open.)</u>	<u>Good.</u>	Cables (State if now ranged and examined)	<u>Ranged & Examined</u>
Transverses	<u>Good.</u>	Steering Gear (Main and Auxiliary) examined and found	<u>Good.</u>	" length <u>150 fms.</u> mean diam. <u>13/16"</u>	
Floors	<u>Good.</u>	Windlass examined and found	<u>Good.</u>	" (on board) Rule Length	Size
Keelsons	<u>Good.</u>	W.T. Doors	<u>-</u>	Hawsers and Warps	<u>sufficient.</u>
Stringers	<u>Good.</u>	Pumps	<u>Good.</u>	State if any Anchors or Chain Cable have now been supplied or retested, if so,	<u>No.</u>
Inner Bottom Plating	<u>-</u>	W.T. Doors	<u>-</u>	complete Report 8(Eq) and attach.	
Bulkheads <u>and Tunnel</u>	<u>Good.</u>				

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? - See Below

REMARKS, REPAIRS, Etc. (Contd.)
Trunk Top and sides :-
 1 plate renewed.
 7 plates cropped and part renewed.
 8 plates faired in place.
 4 longitudinal stiffeners cropped and part renewed.
 All hatch coamings with their covers, removed, faired or renewed as necessary and replaced.
Deck plating (Port Side.)
 1 plate cropped and part renewed. 2 plates faired in place, with internal structure.

Survey Fee - Second Surveyor's Fee (if any) -
 Special Damage or Repair Fee (if any) £ 31.10.0. Date when A/c. Rendered 27.1.62.
 Travelling Expenses (if chargeable) £ 7. 0. 0.

Rpt. Contⁿ. Sheet

Port of BRISTOL. Continuation of Ship M.V. Report No. 21899. dated 29.1.62.

on the S.S./M.S. "B.P. DRIVER" Ex "B.P. Explorer".

The bulwarks (forward) and upper part of soft stem renewed.
 The windlass renewed.
 The hand rails, chains and stanchions renewed.
 The cargo pipe lines renewed with fittings.
 The mast renewed.
 The pump room top with hatchway renewed.
 The pump room sides faired in place.
 The Bridge front, top and side plating renewed.
 The engine casing sides and top renewed with stiffeners.
 All ventilators and air pipes renewed.
 Numerous repairs of a minor nature also effected.

Now Done for Damage (2).

Found Port Side bottom shell:-

Shell plates A6, 7 and 8 slightly set up but all remains efficient.
 It is recommended that these be again examined and dealt with as necessary at the next drydocking.

Handwritten initials

Handwritten initials