

-1 FEB. 1962

Rpt. 9

Date of writing report 30.1.62. Received London Port BRISTOL. No. 21899. Survey held at Sharpness. No. of visits 7. First date 24.4.61. Last date 18.1.62.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 42703 Name M.V. "B.P. DRIVER" Ex "B.P. Explorer". Gross tons 303 Date of build 1957-1. Owners Shell Mex & B.P. Ltd. Managers - Port of Registry London. Engines made 1957 By Blackstone & Co., Ltd. Type Oil Engine 4SA 6Cy.

No. of Main Engines 1 No. of Screws - No. of Main Boilers - W.P. No. of Aux./Donkey Boilers - W.P. Surveyed Afloat or in Dry Dock Both. Nature of Survey Damage. Was Damage Report issued? No. Int. Cert.? Yes. Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Table with 2 columns: Hull, Machinery. Hull: 100A1 oil tanker Bristol Channel service, limiting port seawards Swansea 1.61. SS. 2.61. Machinery: +LMC 2.61.

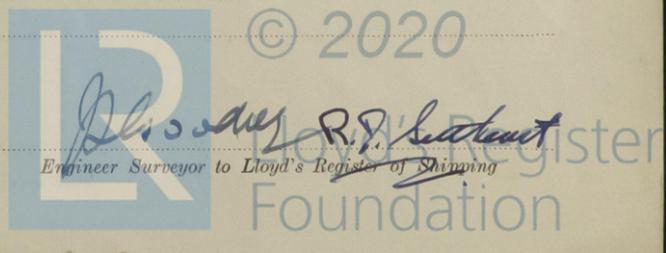
yes now.

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 V.S. - Good. Wear Down of Stern Bushes - Oil Glands - Sea Connections Good. Fastenings Good. 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 All Good. 2 Valves & Gears All Good. 3 Connecting Rods, Top Ends & Guides All Good. 4 Crankpins & Bearings All Good. 5 Journals & Bearings All Good. 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 Devers 16 SCAVENGE BLOWERS Good. 17 SUPERCHARGERS MAIN TURBINES 18 Castings, Rotor, Blading, Bearings & Thrusts 19 EXHAUST STEAM TURBINES (WITH RECIP ENGINES) 20 STEAM COMPRESSORS 21 CLUTCHES & HYDRAULIC COUPLINGS Good. 22 REDUCTION GEARING Good. 23 THRUST BLOCKS, SHAFTS & BEARINGS Good. 24 INTERMEDIATE SHAFTS & BEARINGS Good. 25 HOLDING DOWN BOLTS & CHOCKS Good. 26 CONDENSERS (MAIN & AUX) 27 STEAM REHEATERS 28 DE-SUPERHEATERS 29 STOP & MANOEUVRING VALVES 30 MAIN ENGINE DRIVEN PUMPS LO, SW, FW & GS - Good. 31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES - Have Main Engines been tested working and manoeuvring? Yes.

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel so far as now seen, is eligible in our opinion to remain as classed and have fresh record of ES 1.62.

Date of Committee FRIDAY 23 FEB 1962 Decision



002812-007601-0270

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

If certificate is required state where to be sent

32 Essential Independent Pumps (Identify by position) Bilge and ballast (s.s.), Hydraulic - p.s. *Good*

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls *Good.*

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? *Yes.*

35 Fresh Water Coolers *Good.* 36 Lub. Oil Coolers *Good.* 37 Heaters (state service) *Good.*

38 Independent Air Compressors, Coolers & Safety Devices *Good.*

39 Air Receivers & Safety Devices—Main *Both - Good.* 40 Auxiliary *Good.*

41 Oil Fuel Tanks (Not forming part of hull structure) *Daily service - Good.*

42 Evaporators *Good.* 43 Have Evaporator Safety Valves been tested under steam? *Good.*

44 Steering Machinery *Directional propeller.* 45 Windlass *Good.* 46 Fire Extinguishing Arrangements *Good.*

AUXILIARY ENGINES (Identify by position) *Port and Starboard - Good.*

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD	PORT	STARBOARD
a Generators		l Generators & Governors	<i>Good.</i>
b Exciters		m Motors	- -
c Air Coolers		n Switchboards & Fittings	<i>Good.</i>
d Motors		o Circuit Breakers	<i>Good.</i>
e Air Coolers		p Cables	<i>Good.</i>
f Control Gear, Cables, etc.		q Insulation Resistance	<i>Good.</i>
g Insulation Resistance		r Steering Gear Generators and Motors	- -
h Insulating Oil Test		s Navigation Light Indicators	<i>Good.</i>
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN *Superheaters* **AUXILIARY, DONKEY or PRESS**

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)

Now Done for damage stated sustained by capsizing in the Bristol Channel on the 17/2/61.

The main engine removed ashore and re-conditioned by makers with its scavenge blower.

All auxiliary engines and pumps, compressors, air receivers, cooler etc. removed ashore, opened out and found or placed in good order.

The V.S. unit returned to Makers and reconditioned. The windlass renewed.

The electrical installation renewed throughout - the generators rewound.

All machinery subsequently refitted on board and tested under full load conditions with satisfactory results.

LEAVE THIS SPACE BLANK

Survey fees ...

Elect. - Damage. £10. 10. 0.

Damage fee ... £21. 0. 0.

Expenses... £ 5. 0. 0.

Date when A/c rendered 27. 1. 62.

