

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 2
 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

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

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 Gudgeons & Bushes All Good.
 5 Crankpins & Bearings All Good.
 6 Journals & Bearings All Good.
 MAIN ENGINE DRIVEN AIR COMPRESSORS
 7 Cyls., Covers, Pistons & Rods
 8 Connecting Rods & Top Ends
 9 Crankpins & Bearings
 10 Journals & Bearings
 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 Casings, 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) X
 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

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

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

42 Evaporators 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.

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

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.

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Survey fees	...
Elect. - Damage.	£10. 10. 0.
Damage fee	£21. 0. 0.
Expenses...	£ 5. 0. 0.
Date when A/c rendered	27. 1. 62.