

Rpt. 9

Date of writing report 29th Apr. 1959.

Received London

Port CARDIFF

No. 60834

Survey held at CARDIFF

No. of visits 11

First date 4th Apr.

Last date 28th Apr. 1959.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 61069 Name T.E.T. "FORT STEVENS"

Gross tons 10639 Date of build 1944

Owners BP Tanker Co., Ltd.

Managers

Port of Registry London

Engines made 1944 By General Electric Co., Lynn

Type Steam turbine connected to elec. motor & sc. shaft.

No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 2 WTB W.P. 500 lb.
465 lb. Spt.

Records of Survey & Special Notations as per Register Book

No. of Aux./Donkey Boilers - W.P. -

Surveyed Afloat or in Dry Dock Both.

Nature of Survey Docking, Part CS. & MBS.

Was Damage Report issued? No Int. Cert.? Yes

Last Report (For Head Office only)

Hull	Machinery
100 A1	LMC
Carrying petroleum in bulk	CS 1-57
2-58	M 2-58
S.S. Shl (Dr) 2-58	CL 2-58
Classed 9-48	SPS 1-57
EW	OF Mchy. aft.

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 Propeller Good Wear Down of Stern Bushes 5/32" Oil Glands None Sea Connections Good - as over

Fastenings Good Has Screwshaft Tubeshaft been drawn? No 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? No

MAIN ENGINES (Recip Steam of M.C.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?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel, so far as now seen, is in good order and eligible in my opinion to remain as classed with fresh record of MBS 4-59 now and CS with date when the survey has been completed.

Date of Committee

Decision

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) HP Feed - Good (tested).
38 Independent Air Compressors, Coolers & Safety Devices
39 Air Receivers & Safety devices—Main 40 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)
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PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD		AUXILIARY EQUIPMENT
a Generators		l Generators & Governors
b Exciters		m Motors
c Air Coolers		n Switchboards & Fittings
d Motors		o Circuit Breakers
e Air Coolers		p Cables
f Control Gear, Cables, etc.		q Insulation Resistance
g Insulation Resistance		r Steering Gear Generators and Motors
h Insulating Oil Test		s Navigation Light Indicators
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 Port & Starboard 13.4.59. Good. AUXILIARY, DONKEY or PRESS
Superheaters Good
Safety Valves Good
Mountings, Doors & Fastenings Good
Safety Valves Adjusted to { Sat. 500 lbs/sq.in.
Spt. 465 lbs/sq.in.
Boiler Securing Arrangements Good
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? Yes Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel Good

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)
Boiler Repairs:-
Port Boiler:- 20 side water wall tubes found badly distorted, so they were cut out and new tubes fitted.
Starboard Boiler:- 14 generating tubes cut out for access to allow for the fitting of new soot blower hangers; on completion new tubes were fitted. 2 side water wall tubes (inboard) were found badly distorted, so they were cut out and new tubes fitted. 161 air heater tubes were cut out owing to wastage having taken place and new tubes fitted.
On completion of the boiler repairs, both boilers were subjected to a hydraulic test and found tight.
The following sea valves were opened up and examined:-
Auxiliary Condenser Inlet. Main Inlet & Discharge.
Bilge Injection. Sanitary Pump & Refrig. Suctions.
Aft Pump Room Port & Starboard Sea Suctions.

LEAVE THIS SPACE BLANK

Survey fees MBS £28. 0. 0.
Part CS. £ 8. 0. 0.

Damage fee
Expenses... ..

Date when A/c rendered.....

CS. Advanced.
MBS. due 2/59, not held.
Docking & Repairs.
Some repairs to boilers.
It is submitted that this vessel is eligible for THE RECORD. MBS 4/59.
12/5/59