

Rpt. 9

Date of writing report 15.9.59.

Survey held at HAUGESUND

Received London

No. of visits 1

Port BERGEN

First date and

No. 4646

Last date 2.9.1959

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 04867 Name S.S. "BRISSAC" Gross tons 10703 Date of build 1944

Owners SOC. MARITIME DES PETROLES B.P. Managers Port of Registry DUNKIRK

Engines made 1944 By GENERAL ELECTRIC CO., LYNN Type STEAM TURBINE CONNECTED TO ELECTRIC MOTOR & SCREWSHAFT

No. of Main Engines 1 No. of Screws 1 Records of Survey & Special Notations as per Register Book

No. of Main Boilers 2 W.T. W.P. 500 LBS/IN Spt.

No. of Aux./Donkey Boilers 1 W.P.

Surveyed Afloat or in Dry Dock IN FLOATING DOCK

Nature of Survey SCREWSHAFT

Was Damage Report issued? NO Int. Cert.? YES

Last Report (For Head Office only)

Hull	Machinery
100 A1	L.M.C. C.S. 1.57.
OIL TANKER	M.B.S. 1.59.
1.59	C.L. 1.57.
S.S. (Dr) 1.57.	S.P.S. 1.59.
	O.F.

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 Good Wear Down of Stern Bushes 4.2 mm Oil Glands NONE Sea Connections

Fastenings good Has Screwshaft been drawn? YES Date of Examination 2.9.59 Has Shaft been changed? NO

Has Shaft now fitted been previously used? Has Shaft now examined/into a continuous liner? YES Approved oil gland? NO

MAIN ENGINES (Recip. Steam or I.C.) PORT STANDARD

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

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

19 STEAM COMPRESSORS

20 CLUTCHES & HYDRAULIC COUPLINGS

21 REDUCTION GEARING

22 THRUST BLOCKS, SHAFTS & BEARINGS

23 INTERMEDIATE SHAFTS & BEARINGS

24 HOLDING DOWN BOLTS & CHOCKS

25 CONDENSERS (MAIN & AUX.)

26 STEAM RE-HEATERS

27 DE-SUPERHEATERS

28 STOP & MANOEUVRING VALVES

29 MAIN ENGINE DRIVEN PUMPS

30 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring? NO

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel, so far as now seen, is in good condition, and

eligible in my opinion to remain as classed with fresh record of T.S.(C.L.) 9.59

Date of Committee MONDAY 28 SEP 1959

Decision

40m, 4.57. T. (MADE AND PRINTED IN ENGLAND.)



009904-009911-0004

- 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 ✓ 40 Auxiliary ✓
- 39 Air Receivers & Safety devices—Main ✓
- 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	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

Superheaters ✓

Safety Valves ✓

Mountings, Doors & Fastenings ✓

Safety Valves Adjusted to { Sat. ✓
Spt. ✓

Boiler Securing Arrangements ✓

Main Economisers ✓

Steam Heated Steam Generators ✓

Were Oil Burning System & Remote Controls examined working in accordance with Rules? ✓

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? ✓

AUXILIARY, DONKEY or PRESS ✓

Exhaust Gas Heated Economisers ✓

Forced Circulating Pumps ✓

Funnel ✓

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main ✓

Were Copper Pipes annealed? ✓

Auxiliary (over 3 in. bore) ✓

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)

NO REPAIRS REQUIRED

It is stated by the Owners representative that this ship has been sold to Messrs. North Atlantic Marine Co., Inc., New York, and that the class will be transferred to A.B.

copy of interim certificate attached.

LEAVE THIS SPACE BLANK

Survey fees ... Kw. 180.-

Damage fee ...

Expenses ... Kw. 170.-

Nelson late attendance fee Kw. 80.-

Date when A/c rendered ... 5.9.59.

Docking

It is submitted that this vessel is eligible to remain as CLASSED.

25/9/59

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