

Rpt. 9

Date of writing report 28-5-58

Received London 23 JUN 1958

Port DUBBAN

No. 7939

Survey held at DUBBAN

No. of visits 2

First date 22-5-58

Last date 27-5-58

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 04639 Name M.V. "BRITISH POWER" Gross tons 8466 Date of build 1936 - 12

Owners B.P. Tanker Co.Ltd. Managers - Port of Registry London

Engines made 1936 By Harland & Wolff Ltd. Type 4 SA 6 Cyl. B.&W.

No. of Main Engines 1 No. of Screws 1

No. of Main Boilers - W.P. -

No. of Aux./Donkey Boilers 2 W.P. 150 lbs.

Surveyed Afloat or in Dry Dock Afloat

Nature of Survey Defects. Stbd. D.Blr.

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
+100 A1	+LMC 5,56
1,58	D.Blr.S. 1,58
ss Fal. (Dr) 5,56	TS CL 9,55 N
	sps 5,56
Carrying petroleum in bulk.	Oil Eng.

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 Wear Down of Stern Bushes Oil Glands Sea Connections

Fastenings 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

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 ship is in safe working order and eligible in my opinion to remain as classed with record of Donkey Boiler Survey (D.B.S.) 1,58 be retained in the Register Book.

THURSDAY - 3 JUL 1958

Date of Committee

Decision

As now

Noted for Header

Engineer Surveyor to Lloyd's Register of Shipping

002477-002484-0183



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
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)

Table with 4 columns: PROPULSION, PORT, STARBOARD, AUXILIARY EQUIPMENT. Rows include Generators, Exciters, Air Coolers, Motors, Control Gear, Cables, etc., Insulation Resistance, Insulating Oil Test, Overspeed Governors, Magnetic Couplings, Air Gap, and various auxiliary equipment like Generators & Governors, Motors, Switchboards & Fittings, Circuit Breakers, Cables, etc.

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)
MAIN
Superheaters
Safety Valves
Mountings, Doors & Fastenings
Safet Valves Adjusted to
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)
The Chief Engineer reported that the starboard furnace of the starboard donkey boiler was distorted and that studs had been fitted where furnace was leaking in way of corrosive wastage. He further stated that he had reduced the pressure to 120 lbs. The boiler was examined internally and the starboard furnace was calibrated. Maximum distortion found to be well within safe limits. The heads of the four studs were cut off and welded over, and local wastage in an adjacent corrugation was built up by electric welding. The Chief Engineer was advised that the boiler was in a good and safe working condition for the designed working pressure of 150 lbs.

LEAVE THIS SPACE BLANK

Survey fees £10.0.0.
Damage fee
Expenses £1.2.0.
Date when A/c rendered 27/5/58.