

Rpt. 9

Date of writing report 2-4-62

Survey held at Sydney N.S.W.

Received London

No. of visits 2

WRECK
SECTION

No. 717

Port SYDNEY N.S.W.

First date 31-3-62

Last date 1-4-62

34 79 3

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 05041 Name M.V. "BRITISH PILOT" Gross tons 8452 Date of build 1943

Owners BP Tanker Co. Ltd

Managers -

Port of Registry London

Engines made 1943 By Harland & Wolff Co. Ltd

Type oil eng 4 SA 6Cy

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers - W.P. -

No. of Aux./D/E Boilers 2 W.P. 150 lb

Surveyed Afloat or in Dry Dock afloat

Nature of Survey Defects

Was Damage Report issued? no Int. Cert? yes

Last Report (For Head Office only)

Hull	Machinery
100 AI	LMC
Oil tanker	CS 6/58
SS (Dr) 6/58	ABS 3/61
DS 10/61	TSCL 3/61
	Sps 6/58

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 L.C.)

PORT

STARBOARD

1 Cyls., Covers, Pistons & Rods

2 Valves & Gears

3 Connecting Rods, Top Ends & Guides { Side
Centre4 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 condition and eligible in my opinion to remain as classed, without fresh record subject to main engines thrust housing in way of stern thrust pad and main engine crankshaft centre coupling being re-examined at the next special survey as previously recommended.

WEDNESDAY 25 APR 1962

Date of Committee

Decision

Deferred for ABS
Subject

RPT. 9-J. & O'S. - 2001-10/60 (PRINTED IN AUSTRALIA)

Noted
for
Header

© 2020
D.A. MacFarlane
Engineer Surveyor to Lloyd's Register of Shipping
Foundation

003495-003502-0233

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)

ELECTRICAL EQUIPMENT

PROPULSION

PORT

STARBOARD

AUXILIARY EQUIPMENT

a Generators

b Exciters

c Air Coolers

d Motors

e Air Coolers

f Control Gear, Cables, etc.

g Insulation Resistance

h Insulating Oil Test

i Overspeed Governors

j Magnetic Couplings

k Air Gap

l Generators & Governors

m Motors

n Switchboard & Fittings

o Circuit Breakers

p Cables

q Insulation Resistance

r Steering Gear Generators and Motors

s Navigation Light Indicators

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.
Spl.

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)

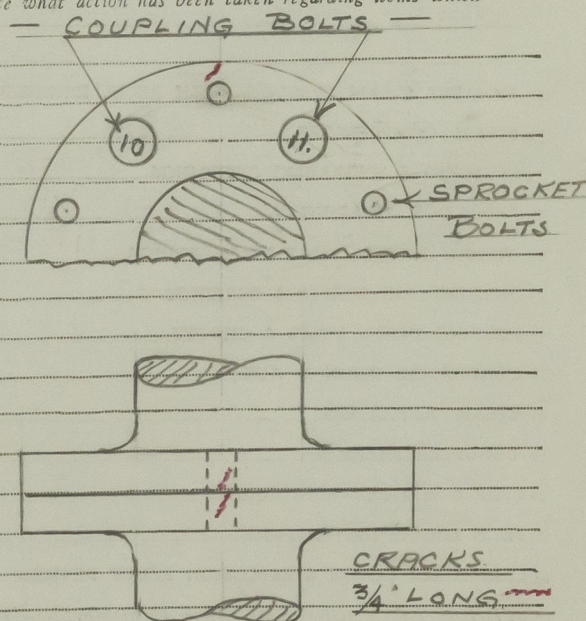
Were Copper Pipes annealed?

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)

Visited vessel at the request of Owners on account of what is believed to be further cracking in Main engine crankshaft centre coupling. Both flanges cracked at position shown on sketch and in my opinion the defects are not serious and may have been there for some considerable time. It is however recommended that the present condition respecting this item remain unchanged.

NOW DONE: Coupling rims crack detected and apart from previous plugged crack in way of No.11 coupling bolt which remains efficient, no further cracks found. Cracks as now found have been centre popped for future reference.



Survey fees £. 15.0.0
Sunday fee £. 7.0.0

Damage fee
Expenses £. 2.9.0

Date when A/c. rendered 2-4-62

Lloyd's Register Foundation