

## Appendix III

### BP Miller RB211 Engine 205: Most recent 8000hour Inspection Report.

01/09/08

Water wash completed & engine inhibited after dry-out run. RR/BP

02/09/08

Flare alignment checks carried out & recorded. Engine enclosure & GG inspected OK. RR

03/09/08.

IP & HP compressors, IH & HP turbines borescoped & all OK. RR

03/09/08

LP, HP, H2O, Star Block and 8" Servo Saver Filters Changed out on GG skid.  
Awaiting de-Isolation and bleed through. RR

04/09/08

Burners borescoped OK, which completes engine 205 borescope. Burner 15 pig-tail removed & found to have light carbon deposit. Burner to be removed for gas inlet check. RR

05/09/08

Burner 15 pig tail renewed. Burner 15 removed & carbon found to be partially blocking the gas burner. Removed carbon deposit from inside of the gas inlet port & proved clear. Burner refitted awaiting test on completion of 8,000 hr service. L7 hose renewed as reported to have slight fraying of steel braiding. Magnetic chip detectors checked. All clear, cleaned & refitted.  
RR

05/09/08

F5011A/S Changed-out, awaiting priming. RR

07/09/08

LP & HP diesel filter changed-out, Gas filter elements changed-out.  
GG tank hydraulic accumulator pre-charge checked 740 psig OK (Normal 750 psig).  
1st stage air intake filters changed. RR

10/09/08

GOC created for 8000hr service/filter change-outs U/N 1040. RR

11/09/08

All GG, Main Lube Oil and Liquid Fuel filters primed - ready to start.  
HVAC filters checked, FT210 checked for High DP alarms - all OK. No change required.  
Fired start on diesel carried out at approx 1700 - on load, visual checks carried out around unit - no issues. RR