

Rpt. 9

Date of writing report 7-3-60
Survey held at L'AYERA

Received London
No. of visits ONE

Port MARSEILLES No. 12754
First date AND Last date 3-3-60

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 19553 Name M.V. "LINGULA" Gross tons 6445 Date of build 1947.3
Owners SHELL PETROLEUM CO LTD. Managers Port of Registry LONDON
Engines made 1947 By HARLAND & WOLFF LTD. BELFAST Type OIL ENCLISA 6 CYL 650 x 1400 mm
Records of Survey & Special Notations as per Register Book

No. of Main Engines 1 No. of Screws 1
No. of Main Boilers W.P.
No. of Donkey Boilers 1 DB W.P. 180 lbs
Surveyed Afloat or in Dry Dock AFLOAT
Nature of Survey ADVANCEMENT OF C.S.
Was Damage Report issued? No Int. Cert.? YES
Last Report (For Head Office only)

Hull		Machinery	
I 100 A1	OIL TANKER	I LMC CS 5.56	
DS	6.59	DBS	6.59
SS	5.56	TSCL	6.58 N
		SPS	1.55

24316 - glm

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		STANDARD
	Cyls., Covers, Pistons & Rods	No 5	GOOD
Valves & Gears	No 5	GOOD	
Connecting Rods, Top Ends & Guides	Side		
	Centre	No 5	GOOD
Crankpins & Bearings	Side		
	Centre		

Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS
Cyls., Covers, Pistons & Rods
Connecting Rods & Top Ends
Crankpins & Bearings
Journals & Bearings
Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS
Cyls., Covers, Pistons & Rods
Connecting Rods & Top Ends
Crankpins & Bearings
Journals & Bearings
Levers

SCAVENGE BLOWERS
SUPERCHARGERS

MAIN TURBINES
Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
STEAM COMPRESSORS
CLUTCHES & HYDRAULIC COUPLINGS
REDUCTION GEARING
THRUST BLOCKS, SHAFTS & BEARINGS
INTERMEDIATE SHAFTS & BEARINGS
HOLDING DOWN BOLTS & CHOCKS
CONDENSERS (MAIN & AUX.)
STEAM RE-HEATERS
DE-SUPERHEATERS
STOP & MANOEUVRING VALVES
MAIN ENGINE DRIVEN PUMPS

CRANECASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring?
OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this ship as now seen is in good order and eligible in my opinion to remain as planned with fresh record of C.S. with date when the survey has been submitted. Subject date

Date of Committee TUESDAY 29 MAR 1960
Decision As now subject

Noted for Header

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Foundation
003611-003619-0244



Vertical text on the left margin: 'Certificate is issued...', 'While the Committee...', 'The condition of any of the following items...', 'The machinery of this ship as now seen is in good order and eligible in my opinion to remain as planned with fresh record of C.S. with date when the survey has been submitted. Subject date'

Vertical text on the right margin: 'If certificate is required state where to be sent.'

- 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)

PROPULSION	ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
	PORT	STARBOARD	
a Generators			l Generators & Governors
b Exciters			
c Air Coolers			m Motors
d Motors			n Switchboards & Fittings
e Air Coolers			o Circuit Breakers
f Control Gear, Cables, etc.			p Cables
g Insulation Resistance			q Insulation Resistance
h Insulating Oil Test			r Steering Gear Generators and Motors
i Overspeed Governors			s Navigation Light Indicators
j Magnetic Couplings			
k Air Gap			

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.
Spt.

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)

W&T Repair ME No 5 cylinder case found cracked in way of exhaust valve pocket extending to starting air pocket. Ship's own spare head and previously used liner now fitted. New head started Lloyd's Test 50lbs 1/12/48, 750lbs 3/12/48, 0LN 320/5241 new head tested in place and found tight at 3kg/cm² cracked head remains on board to be repaired in the U.K.

S.R. LIST No 173. D. Boiler S.V. slack not yet available nothing done at this time.

The class is subject to the donkey boiler supply valve being renewed by 6/60.

C.S. advised repairs.

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

*627
21/1/60
LEAVE THIS SPACE BLANK*

Survey fees ... MF = 180.-

Damage fee ...

Expenses... MF = 31.50

MF = 211.50

Date when A/c rendered... 18.3.60

