

Rpt. 9

Date of writing report

Survey held at

Received London

No. of visits

Port

First date

Last date

176 MAR 1960

No.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 19553 Name M.V.

Owners SHELL PETROLEUM CO LTD Managers

Engines made 1947 By HARLAND & WOLFF LTD BELFAST

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)

Gross tons 6445 Date of build 1947.3

Port of Registry LONDON

Type OIL ENCL 4 SA 6 CYL 650 x 1400 mm

Records of Survey & Special Notations as per Register Book

Hull	Machinery
1100 AI OIL TANKER	LMC CS 5.56
DS 6.59	DBS 6.59
SS 5.56	TSC 6.58 N
	SPS 1.55

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.)

Cyls., Covers, Pistons & Rods No 5 GOOD

Valves & Gears No 5 GOOD

Connecting Rods, Top Ends & Guides Side No 5 GOOD

Crankpins & Bearings Side

Journals & Bearings Centre

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

CRANKCASE 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 passed with fresh record of C.S. will date when the survey has been submitted.

Signature

Date of Committee

Decision

TUESDAY 29 MAR 1960

As now subject

Noted for Header

Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation

003611-003619-0244

AUXILIARY ENGINES (*Identify by position*).

Lloyd's Register
Foundation