

Rpt. 9

Date of writing report 15th July 1957

Survey held at Yokohama

25 JUL 1957

Received London

No. of visits 4

Port YOKOHAMA

First date 26 - 6 - 57

No. 2318

Last date 8th July 1957

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 75789 Name M.V. "ROTULA" Gross tons 8060 Date of build 4 - 1935  
Owners N.V. Petroleum Maats. "La Corona" Managers Shell Tanker N.V. Port of Registry The Hague  
Engines made By Wilton Fijenoord Schedam Type Man

Records of Survey & Special Notations as per Register Book

Hull	Machinery
100 A1	LMC CS 5,54
SS Rot. 5,54	DBS 5,56
Dkg. 5,56	CL 2,55
	sps 5,54

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 good Wear Down of Stern Bushes minimum Oil Glands Sea Connections  
Fastenings good Has Screwshaft Tubeshaft been drawn? Yes Date of Examination 26-6-57 Has Shaft been changed? No  
Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Yes Approved oil gland? 9

MAIN ENGINES (Recip. Steam or I.C.)  
1 Cyls., Covers, Pistons & Rods Nos. 2 & 3  
2 Valves & Gears Nos. 2 & 3  
3 Connecting Rods, Top Ends & Guides Side Nos. 2 & 7  
4 Crankpins & Bearings Side Nos. 4 & 5  
5 Journals & Bearings Centre Nos. 1 & 2

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.) good  
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 as now seen is in efficient condition and in my opinion, eligible to remain as now classed with fresh records of survey TS 6,57 CL. DBS 6,57(now) and CS with date on completion of survey subject to Port and Stbd. sea valves in fwd. pump room being renewed in steel by 6,58 (12 mos limit).

TUESDAY 17 SEP 1957

Date of Committee Decision

50m,6,56. T. (MADE AND PRINTED IN ENGLAND.)

W. P. Wong  
Engineer Surveyor to Lloyd's Register of Shipping  
Lloyd's Register  
Foundation



32 Independent Pumps (Identify by position) Fwd. feed pump, O.T. transfer pump, Butterworth pump,

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 P.C. good

36 Lub. Oil Coolers

37 Heaters (state service) H.V. Oil fuel & Butterworth good.

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety devices—Main good

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)

Diesel good

PROPULSION

PORT

STARBOARD

ELECTRICAL EQUIPMENT

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 Switchboards & 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 & PRESS 28 - 6 - 57 good

Superheaters

Safety Valves

good

Mountings, Doors & Fastenings

good

Safety Valves Adjusted to Sat.  
Spt.

180 lb/□"

Boiler Securing Arrangements

good

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? Yes

Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?

Funnel good

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. Repairs:- Lower half of stern tube bush rewooded, Tail Shaft liner skimmed up in way of stuffing box.

M.E. Nos. 2 & 7 X heads skimmed up and bearings remetaled.

Also other minor wear and tear repairs effected at this time.

Note:- Forward pump room sea valves P. & S. found holed internally and now replaced by cast iron valves.

It is recommended that these valve be renewed in steel by 6.58 (12 mos limit)

S.R.L. New Item:- Port and Stbd. fwd. pump-room sea valves to be renewed in steel by 6.58 (12 mos limit).

LEAVE THIS SPACE BLANK

Survey fees ... £ 30- 0- 0

TS ... £ 8- 0- 0

DBS ... £ 10- 0- 0

Repairs ... £ 10- 0- 0

Damage fee ...

Expenses... ... £ 2- 0- 0

Date when A/c rendered

JUL 17 1957

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No rendered from  
London

Lloyd's Register  
Foundation