

Rpt 9

22 AUG 1960

Date of writing report 9.8.60
Survey held at SingaporeReceived London
No. of visits onePort SINGAPORE No. 14148
First date 8.8.60 Last date 8.8.60

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 23175 S.S. M.V. "NAYADIS" Gross tons 8216 Date of build 9 1944
Owners Shell Petroleum Co. Ltd. Managers - Port of Registry LONDON
Engines made 1944 By Harland & Wolff Ltd. Type Oil Eng. 4SA.6Cy. 740x1500mm
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. Boilers 2 W.P. -
Surveyed Afloat or in Dry Dock afloat
Nature of Survey Condition of Class
Was Damage Report issued? No Int. Cert.? Yes
Last Report (For Head Office only)

Hull	Machinery
+100A1	+L.M.C.
Dkg. 4,59	CS 4,57
ss (Dr) 4,57	ABS 4,59
	TS.CL 2,57N
	sps 4,59

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.

No

Has a Survey also been held on Ship?
If so, is the Report sent now, or when will it be sent?

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 STARBOARD

1 Cyls., Covers, Pistons & Rods
2 Valves & Gears
3 Connecting Rods, Top Ends & Guides { Side
Centre
4 Crankpins & Bearings { Side
Centre
5 Journals & Bearings † Nos. 4 and 5

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 ship so far as now seen is eligible in my opinion to remain as Classed with fresh record of CS with date when the survey has been completed subject to the main engine Nos. 4 and 5 journals and coupling flanges being renewed by the next Special Survey, meantime being re-examined at three monthly intervals from 8,60 and to the M.E. scavenge blower top half casing being re-examined by 11,60.

Date of Committee

Decision

THURSDAY - 1 SEP 1960

As now subject

Noted
for
Header

50m, 4,59 T. (MADE AND PRINTED IN ENGLAND)

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Lloyd's Register
Foundation
Engineer Surveyor to Lloyd's Register of Shipping

004527-004533-0116

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

Attended on board at request of Owners Representative to ascertain that the main engine crankshaft centre coupling and its associated gear remain in efficient condition.

NOW DONE:-

Main Engine crankshaft centre coupling examined and all coupling and sprocket bolts found tight. The coupling faces appear close. It was noted that the fractures in the periphery could be detected by exuding oil but on wiping the oil away the fractures were scarcely discernable with the naked eye.

It is considered that the coupling is efficient for the present and it is recommended that the coupling be re-examined by 11.60.

Nothing done re scavenge blower casing at this time.

LEAVE THIS SPACE BLANK

Survey fees \$80 SRL
Damage fee
Expenses \$5
Date when A/c rendered 12/EX/10