

RpV9

22 AUG 1960

Date of writing report 9.8.60
Survey held at Singapore

Received London
No. of visits one

Port SINGAPORE No. 14148
First date and Last date 8.8.60

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 23175 Name 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

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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 THURSDAY - 1 SEP 1960
Decision As now subject

Noted for Member

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Engineer Surveyor to Lloyd's Register of Shipping
Foundation

- 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).....

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

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



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