

Rpt. 9

Date of writing report 9/10/57.

Received London

Port L O N D O N

No.

136624

Survey held at L O N D O N

No. of visits 2.

First date 2/10/57.

Last date 7/10/57.

## REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 28158. Name <sup>S.S.</sup> ~~M.V.~~ "SHILLONG". Gross tons 8934. Date of build 3-1949.  
Owners P. & O. Stm. Nav. Co. Managers Port of Registry LONDON.  
Engines made 1949. By Vickers-Armstrongs, Ltd. Type Geared turbines.  
No. of Main Engines 1. No. of Screws 1. Records of Survey & Special Notations as per Register Book  
No. of Main Boilers 2. W.P. 585 lb. 535 lb. Spt. Hull Machinery  
No. of ~~ANK~~ Donkey Boilers 1. W.P. 100 lb. 100A1 with fbd. 4-57. MLC. CS. 3-54.  
Surveyed Afloat or in Dry Dock Afloat. Carrying oil F.P. MBS. 1-56.  
Nature of Survey CS & repairs. SS. Rot. 4-53. DBS. 1-57.  
Was Damage Report issued? - Int. Cert.? Yes. TS. CL. 2-55.  
Last Report (For Head Office only) Fitted for O.F. 3-49.

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.

Now.

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

### 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 Good.

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, as now seen, is in safe working order & eligible in my opinion to remain as classed with fresh record of CONTINUOUS SURVEY OF ENGINES (with date) when the survey has been completed.

FRIDAY 15 NOV 1957

Date of Committee

Decision

60m, 656. T. (MADE AND PRINTED IN ENGLAND.)

JEB.

005453-005461-0011

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Engineer Surveyor to Lloyd's Register of Shipping  
Lloyd's Register Foundation  
R. J. DUNN.



32 Essential Independent Pumps (Identify by position) Outboard Auxiliary Feed Pump - good.

33 Bidge, 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
j 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. Starboard 585 lb./sq. " good.  
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)

Owners' representative states the Continuous Survey of Engines will be completed at the same time as the hull special survey i.e., on vessel's return to U.K., in approximately 3 months' time.

Repairs: At Owners' request witnessed re-adjustment of saturated safety valve of the Starboard W.T. Boiler following overhaul due to leakage experienced during previous voyage.

C.S. Advanced.  
It is submitted that this  
vessel is eligible to remain  
as CLASSED.

JK

LEAVE THIS SPACE BLANK

6 NOV 1957

Survey fees 05. 55. 0. 0d.  
Re-adjustment of S.V's 3. 0. 0d.

Damage fee -  
Expenses... 7/-

Date when A/c rendered.