

Received by Chief Engineer Surveyor.....

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VESSEL'S NAME "SHELL 15" REPORT Lis. 4411
 " " No. 4438
 " " 4439

The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

Class of Survey ~~REPAIRS-TO-ENGINES-AND-BOILERS-DUE-TO-DAMAGE-THROUGH~~

This vessel was built in Holland in 1924 and new engines were fitted in 1927. The Owners desire Classification with this Society.

Particulars and plans of the machinery, pumping arrangements, air receivers and electrical equipment have received consideration and are such as could be accepted subject to certain amendments.

A survey with a view to Classification has been partly held.

IT IS SUBMITTED the machinery of this vessel could be accepted for Classification and a record of LMC 11.47 and S 8.47 assigned on completion of the survey.

To complete the survey the port forward main engine cylinder to be renewed, all cylinder jackets tested by hydraulic pressure, auxiliary engine to be examined, all air receivers examined internally or tested and their scantlings verified with the plans, also the receivers fitted with safety valves unless the compressors are so fitted, pumping arrangements amended as indicated in plans, an auxiliary bilge pump fitted, machinery examined under working conditions; also the electrical equipment rectified in accordance with the Secretary's letter "E" of 18. 9. 47.

The Lisbon Surveyors and the Owners should be advised accordingly.

Also with reference to the Lisbon Surveyors' letter of 7. 11. 47. they should be advised as follows:-

Item 1. No exception need be taken to the use of blow lamps for starting the main engines. In a steam driven tanker naked flames are present in the boiler room to a much greater extent.

Item 2. No exception need be taken to the use of cylinder gases for charging the air receivers. This is a common practice in small installations.



(Cont.)

Item 3. In view of the apparently successful operation of the vessel for the past twenty three years it is not considered that the scrapping of all the existing cylinders would be justified in order to have cylinder relief valves fitted.

As regards the main engines being in use when discharging cargo it has been ascertained from the Owners that this has been the practice since the vessel was built and that no exception has been taken by the Harbour Authorities concerned.

W.J.F.
25. 11. 47.

W.J.F.
The fees proposed by the Surveyor are submitted for approval.

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