

Rpt. 9

Date of writing report 17-2-61 Received London Port SINGAPORE. No. 14529  
Survey held at SINGAPORE. No. of visits One First date and Last date 12-2-61.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 58229 Name M.V. "DAPHNELLA" Gross tons 8078 Date of build 7-1938  
Owners SHELL TANKERS LTD. Managers - Port of Registry LONDON.  
Engines made 7-1938 By HAWTHORN, LESLIE & CO. LTD. Type Oil Engine 4SA 8Cy.

No. of Main Engines 1 No. of Screws 1  
No. of Main Boilers - W.P. -  
No. of Aux. ~~Boilers~~ Auxb w.p. 180 lb.  
Surveyed Afloat or in Dry Dock Drydock  
Nature of Survey Docking.  
Was Damage Report issued? No Int. Cert.? Yes  
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull		Machinery	
+100A1 oil tankers.		+LMC	CS 10/57
		ABS	11/59
Dkg.	11/59	TSCL	10/58
SS(Dr).	10/57	SPS	6/56
Mchy Aft.			

Yes  
Now

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 + Wear Down of Stern Bushes Not Recorded Oil Glands - Sea Connections Not Exd.  
Fastenings Good Has Screwshaft Tubeshaft been drawn? No 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? -

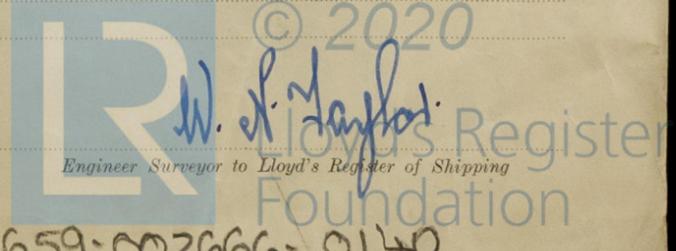
- MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD
- 1 Cyls., Covers, Pistons & Rods
- 2 Valves & Gears
- 3 Connecting Rods, Top Ends & Guides { Side Centre
- 4 Crankpins & Bearings { Side Centre
- 5 Journals & Bearings
- MAIN ENGINE DRIVEN AIR COMPRESSORS
- 6 Cyls., Covers, Pistons & Rods
- 7 Connecting 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
- 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 without fresh record of survey subject to the propeller (blade fractured) and the screwshaft outer end (rope ground shaft) being specially examined and dealt with as found necessary before the ship is re-commissioned.

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

If certificate is required state where to be sent.

Date of Committee WEDNESDAY 5 APR 1961  
Decision Deferred for ABS subject



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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 Owner's Representative to examine ship before she proceeded to the "Laid Up" Anchorage Singapore.

NOW DONE:-

Propeller examined and found to have a fracture in one blade approx. 6" long at about half height of the blade.

It was also noted that the screwshaft had a number of turns of rope around it, underneath the rope guard.

As the ship was proceeding to "Lay Up" nothing was done at this time regarding the propeller and shaft and it is recommended that the propeller and screwshaft outer end be specially examined and dealt with before the ship is re-commissioned.

LEAVE THIS SPACE BLANK

Survey fees Fee Charged to Ship Rpt. ✓ 9

Damage fee ...

Expenses... ..

Date when A/c rendered .....



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