

MIL JAN 1960

Rpt. 9

Date of writing report 8/12/59

Received London

Port SINGAPORE

No. 13686

Survey held at SINGAPORE

No. of visits 12

First date 12/11/59

Last date 7/12/59

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.E. 08464 Name M.V. "DESMOULEA" Gross tonnage 8120 Date of build 12-1959

Owner SHELL PETROLEUM CO. LTD. Manager 6000 - nev'ib leaell Part of Registry LONDON.

Engines made 12-1939 By J.G. KINCAID & CO. LTD. Type Oil Eng. 4SA 8Cy.

No. of Main Engines 1 No. of Screens 1

No. of Main Boilers - W.F. -

No. of Donkey Boilers 1 W.F. 160 lb.

Surveyed Afloat or in Dry Dock Both

Nature of Survey Dkg. TSCL, ABS, & CS of Engines

Was Damage Report issued? No Int. Cert. Yes

Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book	Good	Machinery
+100Al oil tanker.	+IMC	OS 10/56
	DBS	9/58
	TSCL	8/57
	SPS	10/56

Mchy Aft.

**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 **Good** Wear Down of Stern Bushes **Rewooded Close** Oil Glands - Sea Connections -
- Fastenings **Good** Has Screwshaft/Tub shaft been drawn? **Yes** Date of Examination **23/11/59** Has Shaft been changed? **No**
- Has Shaft now fitted been previously used? **Yes** Has Shaft now examined/fitted a continuous liner? **Yes** Approved oil gland? **No**
- MAIN ENGINES (REDUCED I.C.) PORT STARBOARD
- 1 Cyls., Covers, Pistons & Rods **Nos. 3 and 5 - Good**
- 2 Valves & Gears **Nos. 3 and 5 - Good**
- 3 Connecting Rods, Top Ends & Guides Side Centre **Nos. 1, 3, 5 and 8 - Good**
- 4 Crankpins & Bearings Side Centre **Nos. 1, 3, 5 and 8 - Good**
- 5 Journals & Bearings **Nos. 1, 3, 5 and 8 - Good**
- 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 **Good**
- 24 INTERMEDIATE SHAFTS & BEARINGS **Good**
- 25 HOLDING DOWN BOLTS & CHOCKS
- 26 CONDENSERS (MAIN ~~XXXX~~) **Good**
- 27 STEAM RE-HEATERS
- 28 DE-SUPERHEATERS
- 29 STOP & MANOEUVRING VALVES
- 30 MAIN ENGINE DRIVEN PUMPS
- 31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel so far as now seen, is in safe working condition and eligible, in my opinion to remain as Classed with fresh records of TSCL 11/59 and ABS 12/59 now and CS (with date) when the survey has been completed.

TUESDAY 2 FEB 1960

Date of Committee Decision ABS 12/59 TS 11/59

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 Engineer Surveyor to Lloyd's Register of Shipping  
 002784-002789-0112/2

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

It is to be noted in registered ships where to be sent.

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR	DOCKING		SURVEY	
	Now Examined	Tanks	Now Examined Intermittly	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes	F.P. Tank		
Rudder lifted	Yes	A.P. "		
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel) and Cofferdams		
Hatchways, Covers, closing and securing appliances	Yes			
Ventilator coamings, skylights, companionways and closing appliances	Yes	Fresh Water Tanks		
Holds	No	Deep Tanks		
Tween Decks	No	Oil Fuel Bunkers and Settling Tanks	No	
Fore Peak Spaces	No	Side Tanks		
After "	No	Wing Tanks		
Engine Space	No	Other Tanks		
Boiler "	No	Cargo Tanks (Tankers)		
Under Engines and Boilers	No			
Tunnel and Well	-	Cofferdams		
Coal Bunkers	No	Pump Rooms		
Chain Locker	-			
Other Spaces	-			
		Have Tanks now Examined been Cleaned as Necessary?	No	
		Have Strums in Cargo Tanks (of Tankers) been removed?	Yes	
		Have Tanks been Retested as necessary after completion of any Repairs?	Yes	

Have the spaces now surveyed been cleared and cleaned as necessary? **Yes**

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? **-**

Have the bilges been cleaned out and examined? **No**

Has steelwork had rust removed and afterwards been recoated as necessary? **Yes**

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? **-**

Has a Load Line Survey been held? **Yes** If so, state which **Annual**

Have the shell and deck plating been drilled as per Rule? **-** If so, Report 8(Dr) to be attached

Have any alterations to the approved scantlings and arrangements now been effected? **No** If so, report details in body of Report.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:-

Shell plating	Good	Ceiling and Cargo Battens	-	Sluice Valves examined and found	-
" " in way of side scuttles	Not exd.	Cement or Asphalt	Not exd.	Air and Sounding Pipes	Above deck - Good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	Not exd.
Decks	Good	Hatches and closing appliances	Good	Masts and Rigging examined and found	Good
Superstructures and their closing appliances	Good	Ventilators, their coamings and closing appliances	Good	Condition, how ascertained (State if wedges removed)	from deck
Coamings and Casings	Good	Companionways and Skylights	Good	Chain Locker	Not exd.
Beams and Fastenings	Not exd.	Shell Openings	Good	EQUIPMENT	
Frames	" "	Ash Shoots	-	Equipment Letter	-
Reverse Frames	" "	Overboard Discharges and Scuppers	Good	Anchors, No. of <b>3B</b>	Condition <b>Good</b>
Longitudinals	" "	Freeing ports	Good	Cables (State if now ranged and examined)	<b>No</b>
Transverses	" "	Steering Gear (Main and Auxiliary) examined and found	Good	" length (on board)	-
Floors	" "	Windlass examined and found	Good	" Rule Length	-
Keelsons	" "	Pumps	-	Hawsers and Warps	Good
Stringers	" "	W.T. Doors	Good	State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report 8(Eq) and attach.	<b>No</b>

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? **No** See Below

REMARKS, REPAIRS, Etc. (Contd.)

Survey Fee **DS \$175** Second Surveyor's Fee (if any) \_\_\_\_\_

Special ~~Work~~ Repair Fee (if any) **\$150** Date when A/c. Rendered **31/12/59**

Travelling Expenses (if chargeable) **\$20**

**SUNDAY ATTEND. \$80**

JAN 1960

Rpt. 9a

Sheet 2.

Port of SINGAPORE

Continuation of Report No. 13686

dated 8/12/59

on the

m.v. "DESMOULEA"

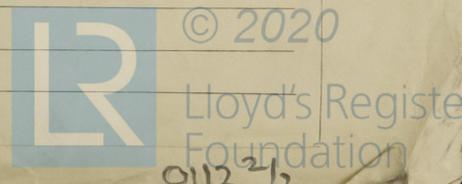
These bulges were drilled and the plate found to measure 1 3/8" thick.

A template was also made of contour of bulge and retained on board for reference purposes.

The test holes were effectively closed by a rivet and a screwed plug (gas thread). On completion of all repairs the boiler was hydraulically tested and found tight.

It is stated this damage to the auxiliary boiler was caused by the boiler being moved bodily as a result of a torpedo hit in way of aft Peak during the last World War.

*Handwritten signature*



0112 1/2

32 Essential Independent Pumps (Identify by position) **Circulating Pump - Good. Stand-by L.O. Pump - Good H.V.F. Transfer Pump Good.**

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) **For H.V.F. - Good. Aft Boiler Good.**

38 Independent Air Compressors, Coolers & Safety Devices **Diesel driven - Good**

39 Air Receivers & Safety devices - Main **Upper & Lower - Good** 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 **Good** 45 Windlass **Good** 46 Fire Extinguishing Arrangements.....

AUXILIARY ENGINES (Identify by position) **Circulating Pump driving engine - Good**  
**Independent air compressor diesel driving engine - Good**  
**Diesel generator engine - Good.**

PROPULSION	ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
	PORT	STARBOARD	
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.....			
j Magnetic Couplings.....			
k Air Gap.....			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN..... AUXILIARY, ~~DOMESTIC~~ **16/11/59 - Good**

Superheaters..... **None Fitted**

Safety Valves..... **Good**

Mountings, Doors & Fastenings..... **Good**

Safety Valves Adjusted to { Sat..... **180 lbs.**  
 Spt.....

Boiler Securing Arrangements..... **Good**

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? **Yes** Forced Circulating Pumps.....

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? **None Fitted** Funnel **Good**

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)

**Repairs (Wear and Tear).**

**Main Engine:-** Nos. 3 and 5 top end bearings metal cracked and loose, now remetalled.  
 Intermediate shaft both bearings metal severely cracked and loose, now remetalled.

**H.V.F. Transfer Pump** One bucket rod severely worn, now renewed together with neck and gland bushes.

**Main Condenser** Aft water box severely wasted, now renewed.

**Auxiliary Boiler** A total of 9 wasted plain tubes renewed. A total of 34 wasted combustion chamber partition stays renewed. Inboard and outboard furnace months leaking extensively at rivets and seam, both furnaces now cropped back approximately 6 inches over upper 2/3 of periphery and new sections fitted, welded and re-riveted.

During examination of boiler, it was noted the shell was set in approximately 2" in way of aft stool, starboard, side and also set in approximately 1" at bottom, at approximately mid-length of boiler under centre furnace.

LEAVE THIS SPACE BLANK

Survey fees CS \$500  
 TSCL \$105  
 ABS \$120

Damage fee .....

Expenses... \$ 25

Date when A/c rendered **21/11/59**

