

Rpt. 9

110 FEB 1958

Date of writing report 5th February, 1958 Received London Port Falmouth No. 13170
Survey held at FALMOUTH No. of visits 1 First date and Last date 31st January, 1958

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 21558 Name M.V. "NACELLA" Gross tons 8196 Date of build 1943 - 6
Owners Shell Petroleum Co. Ltd. Managers - Port of Registry London
Engines made 1943 By Harland & Wolff Ltd. Type 4SA 6cy.

No. of Main Engines 1 No. of Screws 1
No. of Main Boilers none W.P. -
No. of Aux/Donkey Boilers 2 W.P. 180 lbs:
Surveyed Afloat or in Dry Dock Drydock
Nature of Survey CS
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 |
|----------------------------|--------------|
| 100 A1 | LMC-CS 6,56 |
| 6,57 | d 7,57 |
| ss. Shl (DR) 6,56 | TS (CL) 6,57 |
| | SPS 6,56 |
| Carrying Petroleum in Bulk | Oil Engine |

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 appears good Oil Glands none Sea Connections
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 (not examined)
1 Cyls., Covers, Pistons & Rods No.1 cylinder head † at this time

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

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS

HOLDING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN & AUX.)

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel as now seen is in good condition and eligible in my opinion to remain as classed with fresh record of CS with date when the survey is completed, subject to main engine No.1 cylinder head (Metalock repair) being specially examined before the end of January, 1959 as previously recommended.

Date of Committee

Decision

MONDAY 10 MAR 1958
As new, subject

AUXILIARY ENGINES (*Identify by position*).

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

EXAMINATION & TESTING OF STEAM PIPES (*State material*)

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)

Date when A/c rendered

Lloyd's Register
Foundation

It is submitted that this vessel is eligible to remain as CLASSED. Subject as above.

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