

Rpt. 9 MRS

14 AUG 1959

47784

Date of writing report 3-8-59
Survey held at Rotterdam

Received London
No. of visits 2

Port of R.O.T.T.E.R.D.A.M. No. 47784
First date 22-7-59 Last date 23-7-59

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 14936 S.S. Name "HYALINA" Gross tons 12267 Date of build 1948-2
Owners Shell Petroleum Co. Ltd. Managers Port of Registry London
Engines made 1948 By B.T.H. Comp. Ltd. Type 2 steam turb. M.N. 2340

No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 3 W.P. 450 lbs. Spt. 440 lbs
H.S. " " 20685
No. of Donkey Boilers 1 W.P. 180 lbs
Surveyed Afloat or in Dry Dock drydock
Nature of Survey Condition and Part E.S.
Was Damage Report issued? no Int. Cert.? attached
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book		Machinery	
Hull			
+100A1 oil tanker		+L.M.G.	CS 2-57
S.S. Shl.	12-55	M. Blr. S.	3-59
Dock	3-59	d	3-59
		T.S.	12-57 C.L.
		Sps	11-54
		OF	2-48

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.

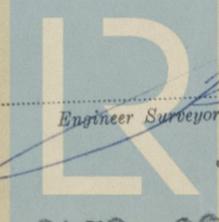
DOCKING Propellers/ good Wear Down of Stern Bushes/ 1,6 mm Oil Glands/ Sea Connections good
Fastenings good Has Screwshaft been drawn? no Date of Examination Has Shaft been changed?
Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?

- MAIN ENGINES (Recip. Steam or I.C.)
 - 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
- 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 is in good condition and eligible in my opinion to remain as classed, subject to propeller being re-examined before re-commissioning and to renew, before re-commissioning main high inlet valve port E.R., portside overboard discharge of main condenser and both port and starboard overboard discharges of auxiliary condenser.

Date of Committee THURSDAY - 3 SEP 1959
Decision As now subject

Noted for reader

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 Engineer Surveyor to Lloyd's Register of Shipping
 J. Baart
 Lloyd's Register Foundation
 003479-003486-0190

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

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			
c Air Coolers			m Motors
d Motors			n Switchboards & Fittings
e Air Coolers			o Circuit Breakers
f Control Gear, Cables, etc.			p Cables
g Insulation Resistance			q Insulation Resistance
h Insulating Oil Test			r Steering Gear Generators and Motors
i Overspeed Governors			s Navigation Light Indicators
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, 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)

Wear and tear damage: At Owners request examined seaconnections.

It was stated this vessel will be laid up in London and although no objection should be taken during laid up period, it was recommended to renew the following seaconnections before re-commissioning vessel.

Main high inlet valve in Port Engine Room.

Overboard discharge of main condensor portside.

Both port and starboard overboard discharges of auxiliary condensor.

It was also recommended to re-examine propeller before re-commissioning, found bladetips eroded by tation and one previously repaired blade found eroded along runs of welding.

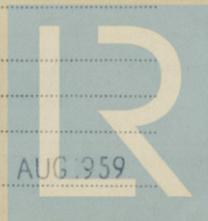
LEAVE THIS SPACE BLANK

Survey fees Part E.S. fl. 85,--

Damage fee ...

Expenses... fl. 7,--

Date when A/c rendered 10 AUG 1959



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