

FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

16. MAY 1966

Ship's Name SS/MS "SAFINA-E-JAMHOORIYAT"

No. LR 530490

Gross tons 6806

Port of Registry KARACHI

Port Lisbon

Date of build 12-1940

Is there a rpt. 8? No

Rpt. No. 11568

No. of visits 5

First date 15-4-66

Last date 23-4-66

Interim Cert. issued  
& copy herewith? YesDamage rpt. issued  
& copy herewith? ~~NO~~ YES

Last rpt. (H.Q. only) HV 168260

Date of  
completing rpt. 11-5-66

Surveyed at, if different from Port above -

Is a rpt. 9B  
attached? No

MN (669)

Nature of survey Damage

Survey fees -

Damage fee Esc: 3.500\$00 Expenses Esc: 250\$00

S.A. fee Esc: 400\$00

## MAIN ENGINES, RECIP., STEAM OR I.C. (State Port—P or Starboard—S)

1 Cyls., covers,  
pistons & rods

2 Valves &amp; gears

3 Con. rods, cross-  
heads, bearings  
& guides centre4 Crankpins &  
bearings centre5 Journals &  
bearings

Side

Side

## MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

6 Cyls., covers,  
pistons & rods7 Con. rods, cross-  
heads & bearings8 Crankpins &  
bearings9 Journals &  
bearings10 Coolers &  
safety devices

## MAIN ENGINE DRIVEN SCAVENGE PUMPS (State Port—P or Starboard—S)

11 Cyls., covers  
pistons & rods12 Con. rods, cross-  
heads & bearings13 Crankpins &  
bearings14 Journals &  
bearings

## MAIN TURBINES (State Port—P or Starboard—S)

16 Casings, rotors,  
blading, bearings,  
& thrusts

15 Levers

17 Reduction  
gearing18 Scavenge  
blowers

19 Superchargers

I recommend that the machinery of this ship remain as classed ~~with~~ without fresh record of subject to all outstanding conditions of class being dealt with as previously recommended.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

Minute

/MT.

Surveyor to Lloyd's Register of Shipping

MONDAY - 4 JUL 1966

FOR CHAIRMAN  
CLASSN. CTTEE

ALSO FOR

SPL FOR

NOTED BY  
CESR  
SRL

POSTING

HEADER

CERT

At part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; this need not be done when the machinery is on a continuous survey basis. When any part has been subject to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

considered that re-examination or repairs should be made before that date a distinguishing mark must be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

The condition of any item is to be described as "good" only when it 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 repairs have been effected or it is



20 Exhaust steam turbines (with recip. eng.)	21 Thrust blocks shafts & bearings	
22 Steam compressors	23 Intermediate shafts & bearings	
24 Clutches & hydraulic couplings	25 Condensers (main & aux.)	
26 Steam re-heaters	27 Air ejectors (main & aux.)	
28 De-superheaters	29 Forced &/or induced draught fans	
30 Stop & manoeuvring valves	31 Holding down bolts & chocks	32 Detuner or vibration damper
33 Main engine driven pumps		

State  
Port P. or  
Starboard S.

34 Crankcase doors & explosion relief devices	35 Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)
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36 Essential independent pumps

37 Bilge, ballast & oil fuel suction lines, fittings & controls	38 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?
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39 Fresh water coolers	40 Lub. oil coolers
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41 Heaters (state service)	42 Feed water filters
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43 Auxiliary air receivers & safety devices	44 Starting air pipes
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45 Main air receivers & safety devices
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46 Independent air compressors coolers & safety devices
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47 Oil fuel tanks (not forming part of the hull structure)
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48 Have all evaporators safety valves been tested under steam?	49 Evaporators HP & LP	50 Distillers
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51 Fire extinguishing arrangements	52 Steering machinery	53 Windlass
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Identify  
by  
position

## AUXILIARY ENGINES

## PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Attended on board at request of Messrs. James Rawes & Co. Ltd., Lloyd's Agents, on the 15th April 1966 whilst vessel at anchor in the River Tagus for the purpose of ascertaining the nature and extent of damage stated to have been caused to the Main Engine on the voyage from Antwerp to New Ark (U.S.A.) and stated due to heavy weather experienced on the 11th and 12th April 1966.

It was further stated that the Medium pressure slide valve eccentric rods were "slapping" and the Main Engine was stopped at 11.45 hours on the 13th April 1966 and the cover removed from the M.P. slide valve where it was found that the top guide bush was severely worn and the total clearance between the sides of the valve (port and starboard) and the cage was 1 3/8".

Upon examination the following damage was found and repairs recommended without prejudice to the terms and conditions of insurance.

### FOUND

### RECOMMENDED

Main Engine Medium pressure valve, valve links, guides, eccentric straps

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should also be reported above.

Register  
Foundation



Ship's Name SS/MS "SAFINA-E-JAMHOORIYAT"

Port Lisbon

Rpt. No. 11568

M.P. Valve Sides of valve (P.&S.) worn to concave form for full depth of valve, depth of concavity on Port side 4 mms. on Starboard side 2 mms. Total clearance Port side 20.5 mm.

Starboard side 16.5 mms. Width of valve faces reduced to approximately 18 mm. port side and 25 mm. starboard side.

Valve cage compensating plates worn irregularly.

Lubricating oil pipes to M.P. valve, one broken inside cage leaving stub length of 100 mm. (other part not found and assumed to have been missing for some time) other lubricating oil pipe not operating.

Lower valve rod guide bush (neckring) worn oval.

Eccentric straps white metal slightly hammered. All link gear pins worn.

and sheaves to open up for examination.

Sides of valve to machine and compensating plates to fit to valve and secure by flush tap bolts to increase the valve face effective area.

Compensating plates on valve cage to renew.

Valve rod to check in lathe for straightness and skim.

Lubricating oil pipes to clear and new length of pipe to fit to give lubrication to starboard side of valve.

Lower and upper guide bushes to renew. Gland packing to refit (Ships spare fitted).

Eccentric straps to clean, oil grooves to re-cut, straps to adjust. Link pins to machine, brasses to adjust.

Main Engine to test on completion of repairs.

The foregoing recommendations were made with a view to placing the machinery in the same efficient condition as existed before the alleged casualty and all repairs were carried out to my satisfaction.

During engine trials which included 30 minutes at "Full Ahead" it was considered that the straps of the M.P. had excessive clearance (This clearance was requested by the Chief Engineer) and it was recommended that the strap clearance be reduced to approximately 20/1000" adjustments were also made to the valve rod lower guide.

*W. Goodall*

W. Goodall

Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register  
Foundation0179 <sup>2</sup>/<sub>2</sub>