

Rpt. 9A REPORT OF MACHINERY SURVEYS AND REPAIRS (ENGINES AND AUXILIARIES)

Received London

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? Yes

Damage 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

13/5/66

B

S.A. fee Esc: 400\$00

JUN 1966

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

1 Cyls., covers, pistons & rods

2 Valves & gears

3 Con. rods, cross-heads, bearings & guides centre

Side

4 Crankpins & bearings centre

Side

5 Journals & bearings

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

6 Cyls., covers, pistons & rods

7 Con. rods, cross-heads & bearings

8 Crankpins & bearings

9 Journals & bearings

10 Coolers & safety devices

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

11 Cyls., covers, pistons & rods

12 Con. rods, cross-heads & bearings

13 Crankpins & bearings

14 Journals & bearings

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

16 Casings, rotors, blading, bearings, & thrusts

15 Levers

17 Reduction gearing

18 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.

ALSO FOR

SPL FOR

NOTED BY
CESR
SRL

POSTING

HEADER

CERT

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

W. Goodall
Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

/MT.

MONDAY - 4 JUL 1966

referred for ES subject

Lloyd's Register Foundation
FOR CHAIRMAN CLASSN. CTTEE

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 subjected 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 thereon should 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)

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?

39 Fresh water coolers

40 Lub. oil coolers

41 Heaters (state service)

42 Feed water filters

43 Auxiliary air receivers & safety devices

44 Starting air pipes

45 Main air receivers & safety devices

46 Independent air compressors coolers & safety devices

47 Oil fuel tanks (not forming part of the hull structure)

48 Have all evaporators safety valves been tested under steam?

49 Evaporators HP & LP

50 Distillers

51 Fire extinguishing arrangements

52 Steering machinery

53 Windlass

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.

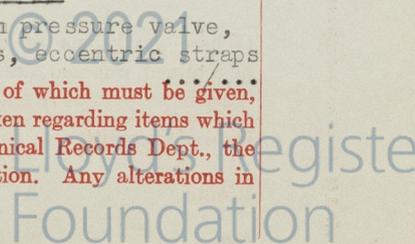
FOUND

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.

Identify by position



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

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Surveyor to Lloyd's Register of Shipping.

