



COPY

LLOYD'S REGISTER OF SHIPPING

Port LISBON

Date 9th May, 1966.

D. 3152

This is to Certify that at the request of

Messrs. James Rawes & Co. Ltd., Lloyd's Agents, Lisbon, and with the Masters consent the undersigned did attend on board the

S.S. "SAFINA-E-JAMHOORIYAT" 6806 gross tons of KARACHI

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 $1 \frac{3}{8}$ ". A temporary top guide bush was fitted and the vessel proceeded to Lisbon at 17.00 hours on the 13th April 1966. Vessel arrived at Pilot Station Lisbon at 22.30 hours on the 14th April 1966, arrived anchorage 06.30 hours on the 15th April 1966.

It was also stated by the Chief Engineer that the M.P. valve was adjusted in Antwerp at beginning of voyage to a total clearance of $\frac{1}{8}$ ".

For further particulars see log-book.

Commencement of repairs was delayed as the Master did not wish to have the Main Engine immobilized whilst the vessel was at anchor. Repairs commenced on the 18th April 1966 with the vessel still at anchor as no quay berth was available.

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

Cont'd...

H. J. Goodall

Surveyor to Lloyd's Register of Shipping

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

"The Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, but it is to be understood that neither the Society nor any Member of any of its Committees nor any of its Officers, Servants or Surveyors is under any circumstances whatever to be held responsible or liable for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any act or omission, default or negligence of any of its Committees or any Member thereof, or of the Surveyors, or other Officers, Servants or Agents of the Society."

D. 3152

9/5/66.

S.S. "SAPINA-B-JAMHOORIYAT"

FOUND

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

Starboard side 16.5 mm.
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.

RECOMMENDED

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

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.

The repair bill was sighted and amounted to Esc: 121.600\$00. Esc: 31.600\$00 being attributable to overtime, the working of which saved 8 normal working days.

From the evidence available at the time of examination the initial cause of damage would appear to be due to excessive clearances in the upper and lower guide bushes/^{and} eccentric straps which were aggravated by heavy weather conditions.

Fee and Expenses:-

Esc:- 3.750\$00

/MT.

Surveyor to Lloyd's Register of Shipping

Lloyd's Register
Foundation

0181 2