

18 AUG 1960

Writing report 24/7/60.

held at Abadan.

Received London

No. of visits 1.

Port Khorramshahr.

No. 206.

First date and.

Last date 19/7/60.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

R.B. 36377 Name ~~WY~~ S.S. WORLD SKY.

rs Oriental Tanker Corp. S.A. Managers -

Gross tons 12862 Date of build 1953-12.

nes made 1953. By De Lavals Angturbin.

Port of Registry Monrovia.

of Main Engines 1 No. of Screws 1

Type 2 steam turbines. D.R. geared to Sc. Shaft.

of Main Boilers 2 W.P. 490 psi. spt. 455 psi.

Records of Survey & Special Notations as per Register Book

of Aux./Donkey Boilers S.G. W.P. 150.

veyed Afloat or in Dry Dock Afloat.

ure of Survey Damage.

s Damage Report issued? Yes Int. Cert.? Yes.

st Report (For Head Office only)

Hull

+ 100 Al. Oil tanker.

SS. 9,57.

DS. 3,59.

Machinery

+ LMC.

ES. 9,57.

M. 3,59.

s.g. 9,57.

CL. 9,56.

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

Wear Down of Stern Bushes

Oil Glands

Sea Connections

Fastenings

Has Screwshaft Tubeshaft been drawn?

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

STARBOARD

1 Cyls., Covers, Pistons & Rods

2 Valves & Gears

3 Connecting Rods, { Side
Top Ends & Guides } 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

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this ship is eligible in my opinion to remain as classed without fresh record of survey subject to the propeller and aft end of the stern bush being specially examined at the next drydocking (grounding) and to all other conditions at present attached to the machinery's class being dealt with as previously recommended.

Date of Committee

Decision

50m,4,59 T. (MADE AND PRINTED IN ENGLAND)

E. K. Stevenson
Engineer Surveyor to Lloyd's Register of Shipping

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Foundation

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

Damage:- It was stated that shortly after leaving No.11 Jetty, Abadan, the ship did not respond to helm and this thought to be due to touching bottom, noted in engine room, the ship then collided with the "Caltex London", which was lying at anchor in the Shat-Al-Arab river, at 0015 hours on the 15th July 1960, the "World Sky" then grounded and was re-floated at 05-15 hours on the same day with the use of her engines and anchor.

The Chief Engineer states that the machinery operated normally while manoeuvring after the casualty. There is no excess leak at the stern gland. It is however recommended that the propeller and aft end of stern bush be specially examined at the next drydocking.

LEAVE THIS SPACE BLANK

Survey fees

Damage fee

Expenses

Date when A/c rendered

RY 8.



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