

18 AUG 1960

SURVEY

Now Test 9

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~~ WORLD SKY. Gross tons 12862 Date of build 1953-12.
Oriental Tanker Corp. S.A. Managers - Port of Registry Monrovia.
Year made 1953. By De Lavals Angturbin. Type 2 steam turbines. D.R. geared to Sc. Shaft.
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 2 w.p. 490 psi. spt. 455 psi.
No. of Aux./Donkey Boilers S.G. W.P. 150.

| | Hull | Machinery |
|--|-----------------------|------------|
| Condition of Survey | + 100 Al. Oil tanker. | + LMC. |
| Damage | SS. 9,57. | ES. 9,57. |
| Damage Report issued? Yes Int. Cert.? Yes. | DS. 3,59. | M. 3,59. |
| Damage Report (For Head Office only) | | 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, 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
- 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 FRIDAY 2 SEP 1960
Decision Leo Casally M.

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

005013-005019-0055

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 | | | 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 | Exhaust Gas Heated Economisers |
| Main Economisers | Steam Generator Safety Valves Adjusted to |
| Steam Heated Steam Generators | Forced Circulating Pumps |
| Were Oil Burning System & Remote Controls examined working in accordance with Rules? | Funnel |
| Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? | |

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 ... *Rp. 8.*

Expenses ...

Date when A/c rendered



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