

TRANSLATION OF EXTRACT FROM ENGINE LOG

FOR

"SHABONEE" of Panama City, 5284 net tons, Signal Letters: H.P.E.A.  
VOYAGE FROM TANDJONG OEBAN TO ITOSAKI, JAPAN LOADED WITH CLEAN OIL.

November 17th at 16.32 left Tandjong Oeban. Manoeuvred from port to 16.57 when full speed and the voyage commenced.

Monday 21/11 increasing wind and sea. Later in the day the wind increased to gale with heavy squalls, high sea and much rolling.

Tuesday 22/11 Strong gale, but decreasing sea.

Wednesday 24/11 The wind gained gradually to strong N.E. gale with heavy head sea. The ship pitching and labouring heavily and much water shipped.

Thursday 25/11 Full storm, force 8 - 10 with heavy sea and violent pitching. The engine started to rouse and the regulator knocked frequently out, the revolutions decreased to 80 per minute. The ship laboured heavily and shipped lots of water. The speed was reduced according to orders from the bridge.

Friday 26/11 Enduring gale and high sea.

Saturday 27/11 Strong gale with caved sea but easing gradually and the ship gained speed. After this the voyage was proceeded at normal speed.

Arrived at Itosaki November 30th. During the stay engine had piston job on cylinder No. 6. Its piston rod appeared to have got cracks in the boring for piston cooling water inlet in the cylinder. This must have been caused by the heavy strains on the engine during the voyage.

On arrival at San Francisco where the ship should dock, piston rod was condemned by Lloyds and a new rod ordered from the shipyard.

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Captain

(Signed) L. HAUER  
2nd Engineer

(Sgn.) HALVOR THORESEN  
Chief Engineer



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