

TRANSLATION OF EXTRACT FROM ENGINE LOG

M. S. "SHABONEE" of Panama City, 5284 net tons. Signal letters: H.P.E.A.

Concerning engine stops on the balast voyage  
from Yokohama to San Francisco

Left Yokohama December 6th at 14.45. Various maneuvers out from port until 15.06 when full speed and the voyage started.

Monday 11/12 The wind increased strongly from S.S.W. and sea rose steadily. The motor's regulator began rousing when the propeller whirled in free air. Revolutions at that time 89.8 per minute.

Tuesday 12/12 Gale and sea increased so that the revolutions were reduced to half speed, not to expose the engine to too heavy strains and thereof inflicted breakage. Nevertheless, the propeller ran often in free air causing the regulator to much activity.

Wednesday 13/12 Still going at half speed.

Thursday 14/12 Still proceeding at half speed. At 13.00 increased to full speed as the weather had moderated considerably. At the same time pumped in more ballast. The voyage proceeded at full speed with the regulator sometimes in action.

Wednesday 20/12 Wind and sea increased. The ship rolled and pitched considerably causing the machinery to rouse frequently and the regulator laboured busily.

Thursday 21/12 Revolutions decreased, but later increased to full speed as the wind and sea had eased considerably. At 22.00 we noticed that the engine slowed down. The motor was immediately stopped in order to examine the fuel oil pump's mechanical parts. The inspection revealed that 2 of the fuel oil pump pistons stuck idle and the coupling spindle for connection of the fuel oil pump was very worn. By starting the motor this pin appeared to lose its grip in the coupling so that we had to start repeatedly until we managed to have it catch hold in order to pull the fuel oil pump.

The reason for the wear must be ascribed to the violent strains of the machinery and the incessant working of the regulator.

At sea December 22nd, 1939.

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Captain.

(Signed) L. HAUER  
2nd Engineer

(Signed) HALVOR THORESEN  
Chief Engineer



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