

# Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office FEB 27 1940)

Date of writing Report Jan. 22, 1940 When handed in at Local Office 19 Port of SAN FRANCISCO

No. in Survey held at San Francisco Date, First Survey Dec. 26, 39 Last Survey Jan. 5th, 1940  
7. Book. 485 on the Machinery of the ~~Steel~~ M. V. "SHABONEE" (No. of Visits TEN)

Age { Gross 9716 Vessel built at GLASGOW By whom Blythaw'd S. B. Co., Ltd. When 1930 - 8  
Net 5284 Engines made at Stockholm By whom Atlas Diesel Co., Ltd. When 1930  
Nominal Horse Power { 848 NHP Boilers, when made (Main) (Donkey) 1930  
of Main Boilers - Owners Maritime Trading Ltd. Owners' Address -  
of Donkey Boilers 2 Managers Leif Hoegh & Co., A/S (if not already recorded in Appendix to Register Book.)  
Main Pressure - Port Panama Voyage -  
Main Boilers - If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted  
Donkey Boilers 150# (state name of Dock.) Hunters' Pt. & Beth. Steel Co. precisely as in Register Book & Supplements).

st Report No. Port  
Particulars of Examination and Repairs (if any) Dge., DBS & Pt. C. S. 100 A 1 5, 39  
SS Sng. No. 2- 38  
Machinery and Boiler Surveys (including date of N.B., if any).  
L.M.C. CS  
11, 38  
1, 37  
TS CL 8, 37  
DBS 11, 38

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and ideas being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.  
Damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined Report attached  
a damage report made by anyone else? If so, by whom? Norwegian Underwriters  
the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? -  
" " Donkey " " " Yes  
was not done, state for what reasons? -  
what parts of the Boilers could not be thus thoroughly examined? -  
what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? -

latest date of internal examination of each boiler Stbd. 29/12/39 - Port 3/1/40 Present condition of funnel(s) Good  
the Surveyor examine the Safety Valves of the Main Boiler? - To what pressure were they afterwards adjusted under steam? -  
the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 150 lbs.  
the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? - , and of the Donkey Boilers? Yes  
the Surveyor examine the drain plugs of the Main Boilers? - , and of the Donkey Boilers? -  
the Surveyor examine all the mountings of the Main Boilers? - , and of the Donkey Boilers? Yes

Screw shaft now been drawn and examined? No Is it fitted with continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -  
Screw shaft now been changed? - If so, state reasons -  
Screw shaft now fitted been previously used? - Has it a continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -  
date of examination of Screw Shaft - State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8"  
Engine parts, when referred to by numbers, should be counted from forward. Is electric light ~~used~~ fitted? Yes  
Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes  
Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes  
Survey is not complete, state what arrangements have been made for its completion and what remains to be done -

Damage stated to have been sustained due to Heavy Weather:-  
"A" - while on a voyage from Tandjong Oeban to Itosaki, Japan, November 21st to 25th, 1939.  
"B" - while on a voyage from Yokohama, Japan to San Francisco, California, December 11th to 21st, 1939.

Vessel placed on drydock. Fastenings of propeller, stern bush and sea connections examined.  
DAMAGE "A" - November 1939.  
Forward Winch - 1 section steam pipe removed, faired, annealed, tested and refitted.  
Exhaust steam pipe insulation part renewed.  
( SEE PAGE NO. 2 )

General Observations, Opinion, and Recommendation:-  
State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, E.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)  
The machinery of this vessel is eligible in my opinion to remain as classed with fresh record D.B.S. 1-40 and L.M.C. C.S. with date in the Register Book, when the survey has been completed. reference in Special Reasons to renewal of Port Boiler blow down valve may be deleted.

Fees applied for  
Electric Equip. \$ 40.00 : Jan. 6, 1940  
Damage on ~~Boiler~~ (if any) \$ 80.00 : Jan. 17, 1940  
Expenses (if chargeable) \$ 6.00 :  
Received by me,  
19

Committee's Minute NEW YORK FEB 7 - 1940  
Signed As above  
Condition A.B.S. 1-40  
Lloyd's Register Foundation  
008122-008128-0072 1/3

M. V. "SHABONEE"DAMAGE "A" - November 1939 - (Continued)

Deck Steam pipe, forward side of pump room, bulkhead flange bolt fastenings renewed.

Expansion bend aft of pump room, repaired by brazing new section in same, annealed, tested and refitted.

Exhaust steam pipe, aft of pump room, 2 sections removed, new ends and flanges brazed on same, pipes annealed, tested and refitted.

After warping winch S.S. - Steam and exhaust steam pipe deck fittings renewed.

Steam pipes to same removed, flanges rebrazed, annealed and refitted.

Crew's Messroom - Copper steam pipe to heaters, part renewed, annealed, tested and refitted.

Deck Steam and Exhaust Steam pipes - Insulation part renewed on several sections where missing and torn away.

MAIN ENGINE

New spare piston rod now placed on board to replace rod removed from No. 6 cylinder at Itosaki, Japan, November 30th, 1939, found fractured in way of bore for cooling water pipe connection, MARKS: Lloyd's No. 1271 S.F.B. 4-1-40.

Thrust Bearing cooling water pipe rebrazed at flange, annealed, tested and refitted.

Exhaust pipe in funnel, upper bracket support renewed.

Whistle steam pipe, expansion coil renewed, annealed, tested and fitted.

DAMAGE "B" - December 1939Main Engine

Scavenge pump opened up, examined cylinder, piston, piston rod, valves, cross-head pin, crank pin, brasses and bolts.

1 - core plug in piston renewed.

Crosshead bearing bolts and crank pin bearing bolts replaced by new bolts.

Fuel oil pump Ahead and astern driving pin on shaft renewed.

Driving gear wheel on shaft, feather key renewed and gear refitted in order.

Screw shaft, stern gland repacked.

ELECTRIC EQUIPMENT

Starboard main generator (#1) - Armature removed, tested, commutator bars machined, risers repaired and armature cleaned, baked and reinsulated.

Field coils and connections, cleaned, tested and coated.

Generator reassembled, tested and proven in order.

Foremast, electric wire to masthead light part renewed from light to fore and aft gangway and suitable watertight junction box fitted.

Several grounds throughout vessel removed, fittings and connections repaired or renewed as found necessary.

Electric equipment, generators, main switchboard, sub-distribution switchboards, wiring, fittings and connections tested by megger on completion of repairs and insulation resistance found to exceed 100,000 ohms.

Electric system tested under working conditions.

M. V. "SHABONEE"DAMAGE "B" - December 1939 (Continued)

Main Engines examined under manoeuvring conditions on completion of repairs.

OWNERS WORK

Donkey Boiler Survey - Donkey boilers (2) opened up, cleaned, examined throughout with mountings, steam pipes, connections and found satisfactory.

Port Boiler - Blow down valve renewed, Marked: LLOYD'S TEST 25 Kg. J.V. 12-5-39  
Oil fuel system examined under working conditions. Fuel tank valves, deck controls to valves and pumps examined and found in order.

L. M. C. C.S. Now done

Sea connections opened up, examined with connections and closed in good order.

Main Engines - Examined

No. 7 cylinder liner, piston, piston rod, cover, valves and valve gear.

Nos. 3-4 and 6 Crank pins, brasses and bolts.

Nos. 2-3 and 6 Main bearing journals and brasses.

Scavenge pump, cylinder, piston, piston rod, valves, crosshead pins, crank pin brasses & bolts.

Low pressure Main compressor, cylinder, piston, valves and connections.

Fuel oil pump driving gears, shaft bearings and clutch gear.

Main Compressor - air coolers, 4 stages, opened up, cleaned, examined, tested by water pressure and closed in good order.

Main Condenser - opened up, cleaned, examined and tested.

Donkey Boiler fuel oil heaters (2) opened up, coils removed, cleaned, tested and closed in order.

Electric Equipment Generators (2), main switchboards, sub-distribution switchboards, wiring, fittings and connections megger tested throughout and insulation resistance found to exceed 100,000 ohms.

Electric system tested under working conditions.

Main Engines examined under manoeuvring conditions and found satisfactory.

WEAR AND TEAR REPAIRS

Propeller - Edges of blades faired and dressed up where slightly bent.

Main Engine - starting air and fuel regulating valves removed, valve seats machined, valves ground in and closed in good order and refitted.

Main engine cooling water discharge valves on top of cylinders Nos. 2-3-5 and 6 renewed.

Other minor repairs carried out.

S.R. - Port Boiler blow off valve now renewed. This item may be deleted from the

Special Reasons List.

C.S. advanced

Without special condition

Noted

Item

6.3.40

It is submitted that  
this vessel is eligible for fresh  
RECORD of Survey  
3.38 for the oil engine



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