

COPY

19 JAN 1953

Lloyd's Register of Shipping.

(UNITED WITH THE BRITISH CORPORATION REGISTER)



Port

SHIMONOSEKI

25th November, 1952.

D-9190

This is to Certify that

P. MANSON

the undersigned Surveyor to this Society did at the request of Owners representative attend on board the S.S. "SOVAC DAYLIGHT" 17,598 Tons Gross of Panama, on the 18th October 1952 and subsequently, for the purpose of ascertaining the nature and extent of damage to the Main Engine Gearing stated to have been sustained through a defect in the Main Gear Wheel Teeth (or Bull Wheel) whilst on passage from Sasebo, Japan to Persian Gulf on the 15th October 1952. For further particulars see log book.

Upon examination while the vessel was berthed at Nagasaki, Japan the following damage was found and repairs recommended:

FOUND

(Main Gearwheel or Bull Wheel)

Two teeth broken off at the forward end of the after helix. At a subsequent examination with a magnetic crack detector, approximately 37 teeth were found cracked, the cracks starting from the forward end of the aft helix, only approximately 4 cracks were found on the forward end of the forward helix.

2nd Reduction Pinions H.P. & L.P.

Pinion teeth in way of above damage at forward end of aft and forward helixes found damaged, distorted at ends for approximately length of 2 inches.

1st Reduction Gear H.P.

Pinion, and wheel found slight damage to teeth.

Repairs Recommended

Main Gearwheel and 2nd Reduction Pinions H.P. and L.P. to be renewed. Owing to the delays in obtaining the new gears the following temporary repairs were carried out to enable the vessel to continue trading until the new gears are made.

Main Wheel

Four of the cracked teeth were broken off by means of hammer blows. The remainder being ground off and the ends of the teeth dressed up.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

19 JAN 1953

2nd Reduction H.P. & L.P. Pinions

Approximately 4 1/2" of teeth were machined off the forward end of the aft helix, and approximately 3" machined off the forward end of the forward helix, and the ends of the teeth washed back.

1st Reduction Gear H.P.

Pinion and wheel permanent repairs were effected by the dressing up of the teeth, and washing away at the ends of the teeth.

On completion of the above repairs the turbine gears and the main wheel to intermediate shafting to be satisfactorily aligned.

The main engine to be tested under full power conditions at the reduced horse power, and placed in good order.

The foregoing recommendations were made in order to restore this vessel, as far as practicable to the same good and efficient condition as before the casualty.

On account of the nature of the temporary repairs the S.H.P. is to be reduced from 12,500 to 8,500 approximately corresponding revolutions not to exceed 97 R.P.M.

FER. 15-0-0.

XX.

Peter Manson
Surveyor to Lloyd's Register
of Shipping.



© 2021

Lloyd's Register
Foundation

0044 1/2