

Rpt. 9

Date of writing report 28.8.59
Survey held at Aden

Received London
No. of visits two

Port Aden
First date 22.7.59 Last date 23.7.59

No. 2781

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 29939 Name M.V. "SHIBAM"
Owners L. Savon & Ries (Aden Shipping) Ltd Managers -
Engines made Gls By British Polar Engines Ltd
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers - W.P. -
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Both
Nature of Survey DS. Adv. CS & Gen. Exam.
Was Damage Report issued? No Int. Cert.? Yes
Last Report (For Head Office only)

Gross tons 522 Date of build 11-1945
Port of Registry Aden
Type 2SA 4Cy

Records of Survey & Special Notations as per Register Book

Hull	Machinery
BS* with fbd	MBS*
Fitted for carriage of petroleum	E 11-54
and oils in metal containers	TS(OG) 5-57
SS P.Sd. 11-54	
D 1-59	Oil Eng. Mchy Aft

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/ good Wear Down of Stern Bushes not taken Oil Glands Sea Connections
Fastenings good Has Screwshaft been drawn? no 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? Yes

MAIN ENGINES (Kort) (Kort) I.C. KOFT
1 Cyls., Covers, Pistons & Rods No.1 - good
2 Valves & Gears No.1 - good.
3 Connecting Rods. No.1 - good
Top Ends Centre
4 Crankpins & Bearings No.1 - good
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

SCAVENGE BLOWERS
16
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
OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel is eligible, in my opinion, to remain as classed with fresh record of C.S. (with date) when the survey has been completed.

Date of Committee THURSDAY 24 SEP 1959
Decision Deferred for 6 mcs.

40m, 3,58 T. (MADE AND PRINTED IN ENGLAND.)

Noted for Header

B. W. Oxford for A. D. Hunter
Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation

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.....			
c Air Coolers.....			m Motors.....
d Motors.....			n Switchboards & Fittings.....
e Air Coolers.....			o Circuit Breakers.....
f Control Gear, Cables, etc.....			p Cables.....
g Insulation Resistance.....			q Insulation Resistance.....
h Insulating Oil Test.....			r Steering Gear Generators and Motors.....
i Overspeed Governors.....			s Navigation Light Indicators.....
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)

Auxiliary (over 3 in. bore).....

Main.....

Have Saturated Pipes in cylindrical boiler smoke boxes been tested?.....

Were Copper Pipes annealed?.....

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)

Wear and Tear Repairs :- Main engine No.1 unit bottom end bearing changed for spare on account of defective white metal.

Now done for General Examination for postponement of Special Survey until October, 1959 (Please see London letter Classn(H) dated 27th May, 1959.) pumping

The vessel's chief engineer stated that the machinery and bilge had worked satisfactorily throughout the preceding voyages.

Meggar test taken of the electrical installation and low insulation faults removed.
Main and auxiliary machinery seen under working conditions and found satisfactory.

In my opinion the Owner's request for deferment of the Special Survey until October, 1959, merits the favourable consideration of the Committee.

Survey fees ... Adv. CS & GE £10. 0. 0.

Damage fee ... 2. 0.

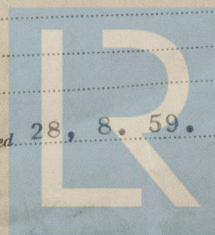
Expenses... ..

Date when A/c rendered 28. 8. 59.

C.S. Advanced.
It is submitted that this vessel is eligible to remain as CLASSED.

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65/12/81



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