

Rpt. 9

Date of writing report 28.8.59

Received London

Port Aden

No. 2781

Survey held at Aden

No. of visits two

First date 22.7.59

Last date 23.7.59

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 29939 ~~SS~~ Name M.V. "SHIBAM" Gross tons 522 Date of build 11-1945  
 Owners L. Savon & Ries (Aden Shipping) Ltd Managers - Port of Registry Aden  
 Engines made Gls By British Polar Engines Ltd Type 2SA 4Cy

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)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
BS* with fbd	MBS*
Fitted for carriage of petroleum and oils in metal containers	E 11-54 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 (Kohler Diesel I.C.) ROFT STARBOARD X  
 1 Cyls., Covers, Pistons & Rods No.1 - good  
 2 Valves & Gears No.1 - good.  
 3 Connecting Rods, Top Ends & Piston Centres No.1 - good  
 4 Crankpins & Bearings Centres No.1 - good  
 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  
 16 SCAVENGE BLOWERS  
 17 SUPERCHARGERS

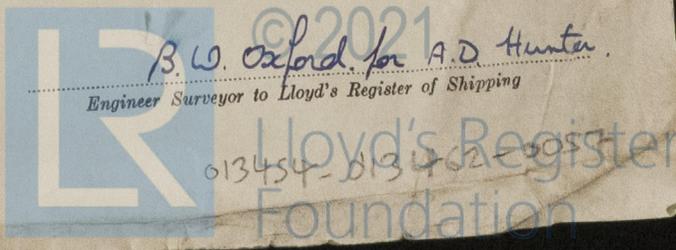
MAIN TURBINES  
 18 Casings, Rotors, Blading, Bearings & Thrusts  
 19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)  
 20 STEAM COMPRESSORS

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  
 Have Main Engines been tested working and manoeuvring?  
 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 epcs

Noted for Header



Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent? NOW

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) .....

PROPULSION	ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
	PORT	STARBOARD	
a Generators .....			l Generators & Governors .....
b Exciters .....			m Motors .....
c Air Coolers .....			n Switchboards & Fittings .....
d Motors .....			o Circuit Breakers .....
e Air Coolers .....			p Cables .....
f Control Gear, Cables, etc. ....			q Insulation Resistance .....
g Insulation Resistance .....			r Steering Gear Generators and Motors .....
h Insulating Oil Test .....			s Navigation Light Indicators .....
i Overspeed Governors .....			
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 .....

Main Economisers ..... Exhaust Gas Heated Economisers .....

Steam Heated Steam Generators ..... Steam Generator Safety Valves Adjusted to .....

Were Oil Burning System & Remote Controls examined working in accordance with Rules? ..... Forced Circulating Pumps .....

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? ..... Funnel .....

EXAMINATION & TESTING OF STEAM PIPES (State material)

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

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

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.

Megger 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.

General Examination for postponement of Special Survey due 11.58  
Low-die and necessary fuel subject

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

LEAVE THIS SPACE BLANK

15/10/59

J.M.

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

Damage fee ...

Expenses... 2. 0.

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



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