

5 MAY 1960

Rpt. 9  
Date of writing report 27.4.60  
Survey held at Aden

Received London  
No. of visits Six

Port Aden No. 2880  
First date 7.4.60 Last date 26.4.60

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 09489 S.S. "EL MOEIN" Gross tons 1234 Date of build 1911-10  
Owners Yemen Navigation Co. Managers - Port of Registry Hodeidah  
Engines made Nwc By Swan, Hunter & Wghm Rchdsn Type T 3Cy  
No. of Main Engines 1 No. of Screws 1  
No. of Main Boilers 2 W.P. 180 lb  
No. of Aux./Donkey Boilers - W.P. -  
Surveyed Afloat or in Dry Dock Both  
Nature of Survey D S & 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
+100A1	+LMC
SS (Dr) 10-46	D 5-57
6-57	E 6-57
Class suspended 8-59	B M 10-58
Drydocking overdue	TS(CL) 4-57
	sp 6-57 OF 3-20

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? -

MAIN ENGINES (Recip. Steam XXXX) XXXX SCARBOXX

1 Cyls., Covers, Pistons & Rods  
2 Valves & Gears  
3 Connecting Rods, Side  
Top Ends & Guides Centre  
4 Crankpins & Bearings, Side  
Bearings 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

1 Cyls., Covers, Pistons & Rods  
2 Connecting Rods & Top Ends  
3 Crankpins & Bearings  
4 Journals & Bearings  
5 Levers

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS

HOLDING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN XXXX) good

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? Yes

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel is eligible, in my opinion, to remain as classed with fresh record of M.B.S. 4,60

Date of Committee THURSDAY 26 MAY 1960  
Decision MBS 4.60



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 good

AUXILIARY ENGINES (Identify by position)

Table with 4 columns: PROPULSION, PORT, STARBOARD, ELECTRICAL EQUIPMENT, and AUXILIARY EQUIPMENT. Rows include Generators, Exciters, Air Coolers, Motors, Control Gear, Cables, etc., Insulation Resistance, Insulating Oil Test, Overspeed Governors, Magnetic Couplings, Air Gap, Generators & Governors, Motors, Switchboards & Fittings, Circuit Breakers, Cables, Steering Gear Generators and Motors, and Navigation Light Indicators.

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)
MAIN Port 11-4-60 Starb'd 16-4-60 Both good
Safety Valves P. & S. - good
Mountings, Doors & Fastenings P. & S. - good
Safety Valves Adjusted to Sat. P. & S. - 180 lbs/sq.in.
Boiler Securing Arrangements P. & S. - good
Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes
Funnel good

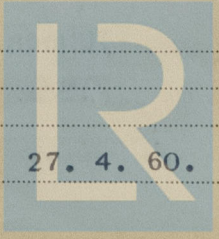
EXAMINATION & TESTING OF STEAM PIPES (State material)
Main Auxiliary (over 3 in. bore)
Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

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)
Now done for General Examination (Please see London Letter Classn.(S) dated 31.3.60.)
The vessel's chief engineer stated that the machinery and bilge pumping had worked satisfactorily throughout the voyages prior to the vessel being laid up at this port in August, 1959.
Megger test taken of the electrical installation and found satisfactory.
Main and auxiliary machinery including steering gear, and bilge pumping seen under working conditions and found satisfactory.
In my opinion the machinery of this vessel is in an efficient condition for the contemplated voyage to Spezia, Italy, where it is stated the vessel is to be scrapped.

LEAVE THIS SPACE BLANK

Survey fees Gen.Exam. £15. 0. 0.
M.B.S. 48. 0. 0.
Late 6. 0. 0.
Expenses... 8. 0. 0.

Date when A/c rendered 27. 4. 60.



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