

Ship's Name ~~SS/MX~~ RIA DE EL FERROL LR 529403

Gross tons 2242 Port of Registry Cadiz Port GIJON

Date of build 1921 Is there a rpt. 8? Yes Rpt. No. 423

No. of visits 5 First date 21.9.65 Last date 25.9.65

Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only)

Date of completing rpt. 25.9.65 Surveyed at, if different from Port above

Is a rpt. 9A attached? No MN 244 Nature of survey Drydocking. MBS TS(OG).

Survey fees Damage fee - Expenses
MBS Ptas. 4.840
TS " 1.760

S.A. fee

DOCKING

Propeller Good Sea connections Oil gland Good

Fastenings Good Wear down of stern bush (if relined, state clearance before and after) 4 MM

Has screw/tube shaft been drawn? Yes Date of examn. 22.9.65 +

Has shaft been changed? No Has shaft now fitted been previously used?

Has shaft now examined ~~xxxx~~ a continuous liner? No Approved oil gland? Yes

BOILERS OPENED UP AND EXAMINED. (Identify by position and state latest date of internal examination of each boiler.)

AUXILIARY, DONKEY OR PRESS (State if oil fired—OF or exhaust gas—EG) MAIN Port & Starboard 21.9.65, Good

Air heaters

Superheaters

Safety valves

Mountings, doors and fastenings

Safety valves { Sat adjusted to { Spt

Boiler securing arrangements

Main economisers

Steam heated steam generators

Forced circulating pumps

Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules?

P & S, Good

P & S, Good

P & S, 190 lbs per sq. inch (Owners request)

P & S, Good

Exhaust gas heated economisers and their safety valves

Steam generator safety valves adjusted to

Funnel Efficient.

Were oil burning system & remote controls examined in accordance with rules?

I recommend that the machinery of this ship remain as classed with ~~xxxx~~ fresh record of

M.B.S. 9,65m without fresh record of tailshaft survey, subject to the tailshaft being renewed or dealt with as necessary by the end of March 1966 and subject to any outstanding conditions of class being dealt with as previously recommended.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

R.M. Hobson
Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

WEDNESDAY 24 NOV 1965
AS now subject
MBS. 9.65
(TS record withheld)

Lloyd's Register Foundation

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

At part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; 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.

considered that re-examination or repairs should be made before that date a distinguishing mark must be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

The condition of any item is to be described as "good" only when it 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 repairs have been effected or it is

EXAMINATION AND TESTING OF STEAM PIPES (state material)

MAIN
AUXILIARY
(over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested?

Were selected copper pipes annealed?

ELECTRICAL EQUIPMENT

PROPULSION (State Port—P, or Starboard—S)		AUXILIARY	
Total kW or kVA		Total kW or kVA	
a Generators		l Generators & governors	
b Exciters			
c Air coolers		m Motors	
d Motors			
e Air coolers		n Switchboards & fittings	
f Control gear cables, etc.		o Circuit breakers	
g Insulation resistance		p Cables	
h Insulating oil test		q Insulation resistance	
i Overspeed governors		r Steering gear generators & motors	
j Magnetic couplings		s Navigation light indicators	
k Air gap			

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

+ TAILSHAFT

Tailshaft found generally pitted over after half length in way of sterntube bearing and oil gland.
It is recommended that the classification of the machinery be continued without fresh record tailshaft survey, subject to the tailshaft being renewed or dealt with as necessary by the end of March 1966 (6 months). Considered efficient meantime.— Owners advised.

NOTE.

Spare Tailshaft found in similar condition to above, it being stated the replacement having been made in 1958. Ample machining allowance is available on shaft but Owners state vessel is to be broken up in 6 months time.

S.R.L.

"Evaporator not to be used until surveyed".
Brought to Chief engineers attention but nothing done at this time.

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should be reported above.