

Ship's Name SS/MS "SAND DIVER"

Gross tons	Port of Registry	Port
		Southampton
Date of build	Is there a rpt. 8?	Rpt. No. 30543.
No. of visits	First date	Last date
Interim Cert. issued & copy herewith?	Damage rpt. issued & copy herewith?	Last rpt. (H.Q. only)
Date of completing rpt.	Surveyed at, if different from Port above	
Is a rpt. 9A attached?	Yes	MN
		Nature of survey
Survey fees	Damage fee	Expenses

S.A. fee

## DOCKING

Propeller	Good	Sea connections	Good	Oil gland	tight
Fastenings	Good			Wear down of stern bush (if relined, state clearance before and after)	not taken
Has screw/tube shaft been drawn?	No			Date of examn.	
Has shaft been changed?		Has shaft now fitted been previously used?			

Has shaft now examined/fitted a continuous liner?

Approved oil gland?

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

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?

Exhaust gas heated economisers and their safety valves

Steam generator safety valves adjusted to

Funnel

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

I recommend that the machinery of this ship remain as classed with/without fresh record of

See Report 9A.

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

Date of Committee

Minute

FRIDAY

- 5 AUG 1966

See rept 9A

ALSO FOR

SPL FOR

NOTED BY

CESR

SRL

POSTING

HEADER

CERT

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Surveyor to Lloyd's Register of Shipping

Lloyd's Register  
Foundation

003980-003984-0013

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		n Switchboards & fittings	
e Air coolers		o Circuit breakers	
Control gear f cables, etc.		p Cables	
Insulation g resistance		q Insulation resistance	Good
Insulating h oil test		r Steering gear generators & motors	
Overspeed i governors		s Navigation light indicators	
Magnetic j couplings			
k Air gap			

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Crack in main engine No. 3 cylinder jacket sealed and strengthened temporarily by arrangement of strongbacks and tie bolts. It was recommended that the repair be further examined by 9,66 (3 mths limit).

General Examination for Postponement of Completion of E.S.

In addition to the examination of the foregoing items, the machinery was generally examined externally and also under working conditions in accordance with circular No. 1959 and in my opinion the Owners request for postponement of completion of E.S. until 3,67 merits the favourable consideration of the Committee.

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.