

Received London  
23. MAY 1966

Ship's Name **SS/MS "ADELPHOS PETRAKIS"** Gross tons 7170  
 LR 518201  
 Is there a rpt. 8? **yes** Port **Buenos Aires** Rpt. No. 39082  
 No. of visits 1 First date and Last date 15-4-66  
 Interim Cert. issued & copy herewith? **yes** Damage rpt. issued & copy herewith? **yes** Last rpt. (H.Q. only)  
 Date of completing rpt. 26-4-66 Surveyed at, if different from Port above -  
 Is a rpt. 9A attached? **no** MN Nature of survey **damage**  
 Survey fees Damage fee Expenses  
 \$ 8000.00 \$ 150.00 *bf*  
 S.A. fee \$ 2250.00

DOCKING

Propeller Sea connections Oil gland  
 Fastenings Wear down of stern bush  
 Has screw/tube shaft been drawn? Date of exam.  
 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

Exhaust gas heated economisers

Steam generator safety valves adjusted to

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

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

I recommend that the machinery of this ship remain as classed with/without fresh record of survey subject to the propeller and stern fittings being specially examined at the next drydocking and subject as previously recorded.

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

R. G U Y  
Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

WEDNESDAY 15 JUN 1966

*Defered for comp MBS (subject)*

*001369-001373-0216*

ALSO FOR  
 SPL FOR  
 NOTED BY  
 TRO  
 CEBR  
 SRL  
 POSTING  
 HEADER  
 CERT

Lloyd's Register  
Foundation

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 or is not 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
f Control gear cables, etc.		p Cables
g Insulation resistance		q Insulation resistance
h Insulating oil test		r Steering gear generators & motors
i Overspeed governors		s Navigation light indicators
j Magnetic couplings		
k Air gap		

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

DAMAGE: stated sustained whilst leaving Buenos Aires on the 15th April 1966 when the after tug cast off the towing ropes which fouled with the propeller.

NOW DONE:

An experienced diver cleared the turns of rope which he found wedged between the propeller and stern bush. He then specially examined the propeller boss and the sternbush fittings reporting same in good condition. It was also reported that the rope guard was missing, as the vessel was in ballast approximately 2/3 of the surface of each blade could be seen, these were examined and found good. In view of the above it is recommended that the propeller and stern fittings be specially examined at the next drydocking. Meantime they are considered efficient.

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.

