

15. FEB. 1966

Ship's Name SS/MS "ADELPHOS PETRAKIS" LR 518201

Gross tons	7170	Port of Registry	FAMAGUSTA	Port	Gdansk
Date of build	6-1944	Is there a rpt. 8?	No	Rpt. No.	M 2030
No. of visits	3	First date	4-2-66	Last date	7-2-66
Interim Cert. issued & copy herewith?	Yes	Damage rpt. issued & copy herewith?	-	Last rpt. (H.Q. only)	KEL 4051
Date of completing rpt.	10-2-66	Surveyed at, if different from Port above	Gdynia		
Is a rpt. 9A attached?	No.	MN	450	Nature of survey	MBS
Survey fees	£ 36-0-0	Damage fee	-	Expenses	£ 3-15-0
				S.A. fee	£ 5-0-0

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[Signature]

DOCKING

Propeller	Sea connections	Oil gland
Fastenings		Wear down of stern bush (if relined, state clearance before and after)
Has screw/tube shaft been drawn?		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.)

~~XXXXXXXXXXXXXXXXXXXX~~

(State if oil fired—OF or exhaust gas—EG)

MAIN

Air heaters	Port- good (5-2-66)
	Centre-good(5-2-66)
Superheaters	Port & Centre - good
	Port & Centre - good
Safety valves	Port & Centre- good
Mountings, doors and fastenings	Port & Centre - good
Safety valves { Sat adjusted to { Spt	Centre- 220 p.s.i.
Boiler securing arrangements	Centre- 220 p.s.i.
	Port & Centre- good
Main economisers -	Exhaust gas heated economisers and their safety valves -
Steam heated steam generators -	Steam generator safety valves adjusted to -
Forced circulating pumps -	Funnel -
Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules?	Yes Were oil burning system & remote controls examined in accordance with rules? Yes, good

DF

I recommend that the machinery of this ship remain as classed with ~~XXXXXX~~ fresh record of "M.B.S. 2,66" on completion of the Survey, subject to all outstanding condition 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.)

Date of Committee

TUESDAY - 1 MAR 1966

Minute

as now. subject

B. Langhamer
Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

FOR CHAIRMAN
CLASSN. CITEE

004369-004373-0223

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.

Wear & Tear Repairs:-

Port Boiler- Main Stop Valve removed, all 8 securing studs and nuts (4 found broken when hammer tested) now renewed and valve refitted.

To complete the M.B.S. the following remains to be done:-

Starboard Boiler throughout.

Starboard and Port Boilers under steam and their safety valves adjusted.

The Superintendent on board stated the MBS will be completed at Buenos Aires where the ship is now proceeding.

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.