

-3. FEB. 1966

Ship's Name SS/MS "KORCULA" LR. 519366

Gross tons 6724 Port of Registry Dubrovnik

Port Rotterdam

Date of build 6-1946 Is there a rpt. 8? yes

Rpt. No. 62327

No. of visits 7
Interim Cert. issued
& copy herewith? yes

First date 11-1-'66

Last date 24-1-'66

Damage rpt. issued
& copy herewith? no

Last rpt. (H.Q. only)

Date of
completing rpt. 26-1-'66

Surveyed at, if different from Port above

Is a rpt. 9A
attached? no

MN 667

Nature of survey Part MBS & Damage
repairs.

Survey fees Fl. 270,-- Damage fee Fl. 125,-- Expenses Fl. 78.50

S.A. fee

DOCKING

Propeller good

Sea connections

~~Oil gland~~Wear down of stern bush
(if relined, state clearance
before and after) 2,7 mm.

Fastenings good

Has screw/~~tub~~
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.)

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

MAIN Starboard 17-1-'66

Port 24-1-'66

Air heaters

good

Superheaters

good

Safety valves

good

Mountings, doors
and fastenings

good

Safety valves { Sat
adjusted to { SptBoiler securing
arrangements

good

~~XXXXXX~~~~Exhaust gas heated economisers
and their safety valves~~~~Steam generator safety valves adjusted to~~

Funnel Good

Have saturated steam pipes in cylindrical boiler
smoke boxes been examined as required by the Rules? YesWere 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 MBS, 1.66 when the survey has been completed subject to any 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

Minute

WEDNESDAY 16 FEB 1966

A. Jacobs

A. Jacobs
Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

Lloyd's Register
Foundation

005187-005193-0069

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.

Repairs due to wear & tear:

Found lower screw stays between centre-and Port and starboard combustion chambers broken and necked.

Now renewed. A few minor repairs effected.

Repairs due to damage:

It is stated that the ship sustained damage on the 5th January, 1966 on voyage from Du Brovnic to Dordrecht due to broken spring of inboard generator and subsequent collision,

A new governor spring fitted on inboard generator steam engine and on completion both generator engines examined and tested working and found good.

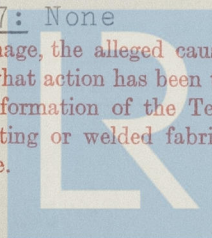
Both fractured non return bilge suction valves in hatch No. 4 renewed.

Bilge pump and ballast pump which have been used after collision completely overhauled, Both pumps scored water end liners now machined, scored piston rings renewed and grooved piston rods of bilge pump now machined and neckbushes, rebushed. On completion of repairs all found in good condition.

SRL. No. 246: None.

APP. No. 17: None

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.



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