

-5. MAY 1966

Ship's Name ~~SS/MS~~ "PHOENICIAN STAR" LR 530973

Gross tons 4925

Port of  
Registry Panama

Port Yokohama

Date of build 1936-5

Is there a rpt. 8? Yes

Rpt. No. 6539

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

Sea connections

Oil gland

Wear down of stern bush  
(if relined, state clearance  
before and after)

Fastenings

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.)

AUXILIARY, ~~DONKEY OR PRESS~~(State if oil fired—OF  
or exhaust gas—EG)

MAIN

Lower (OF) 19-3-66

Air heaters Good

Superheaters -

Safety valves Good

Mountings, doors  
and fastenings GoodSafety valves { Sat 120 lbs.  
adjusted to { Spt -Boiler securing  
arrangements GoodExhaust gas heated economisers  
and their safety valves

Main economisers

Steam heated  
steam generators

Steam generator safety valves adjusted to

Forced  
circulating pumps

Funnel Good

Have saturated steam pipes in cylindrical boiler  
smoke boxes been examined as required by the Rules?Were oil burning system &  
remote controls examined  
in accordance with rules? Yes

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

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

(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

H. Terashima  
Surveyor to Lloyd's Register of Shipping

FRIDAY 13 MAY 1966

Minute

005187-005193-0236

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  
thereof should 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 Examina-  
tion. 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.

The forward generator: Armature shaft now renewed and approx. 13 hours running after completion of repair the armature shaft was again broken at the same position of previously.

A calculation of torsional vibration showed that the critical speed occurred at 812 RPM which is now the generator rated revolution of 812, so the cause of damage is considered to be attributable to excessive stress caused by torsional vibration due to operation near the critical speed.

The ship has more two generators (steam 12.5KW and diesel 20KW) and it is stated by the Chief Engineer that one generator is enough for service at sea.

It is recommended that the forward generator armature shaft be modified and renewed on arrival at a port of Spain to which port the ship is now proceeding.

Appropriate entry to be made in the SRL.

Note:

The particulars of generators on board are as follows:-

12.5KW DC	Steam	30KW DC	110V 273A	800 rpm
20KW DC	110 V	800 rpm.	6P	Maker: Tokyo Elect. Co. Ltd.
Engine: Yanmar	2LDL			Date of built: 2-57
		Engine: Yanmar	4LDL	56 HP

For Completion of ABS:

The Lower boiler examined in its entirety and its safety valves adjusted.

Oil burning system & remote controls examined as per Rules.

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.