

COPY

LLOYD'S REGISTER OF SHIPPING

71, Fenchurch Street, London, E.C.3

Telegraphic Address { Inland: Committee, London, Telex
Overseas: Committee London, E.C.3

Telephone: ROYal 9166
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28th July, 1965

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MWK/JT

Dear Sirs,

"PHOENICIAN STAR" EX
"SAN FERNANDO"

The Yokohama Surveyors have reported that this ship was surveyed during May/June and at that time the Special Survey was commenced and, following this inspection, records of Docking Survey 5,65 and Screwshaft Survey 5,65 have been assigned.

At that time the screwshaft was found to be in accordance with the rules for four yearly surveys and you may, therefore, inform the Owners that it will be in order for future Screwshaft Surveys to be held at four yearly intervals, the next Survey becoming due at the end of May 1969.

You should also inform the Owners that if at any docking intermediate between Screwshaft Surveys the wear-down of the sternbush is, in the opinion of the Society's Surveyor, excessive, the shaft will require to be drawn and the bush relined.

It should be added that no period in excess of four years will be allowed between Screwshaft Surveys beyond what is reasonable to enable the ship to reach a port where the survey can be held.

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According to our records the following machinery items do not appear to have been seen for four years:-

Main engine Nos.2 and 3 centre and side top and bottom ends and bearings.
Nos.1,3 and 4 main journals and bearings.
Holding down bolts and chocks.

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In the circumstances the Owners should be requested to make arrangements for these items to be examined at an early date.

The Special Survey will become due at the end of next month and I shall be glad to learn what arrangements the Owners propose to make to complete both this Survey and the Continuous Survey of the machinery. In order to complete the latter Survey the following items required to be examined in addition to those listed above:-

Thrust and intermediate shafts and bearings.
Machinery trials.
Main fuel injection pumps
Bilge pump.
Lubricating oil cooler.
Pumping arrangements.
Starting air pipes
Evaporator.
Oil fuel tanks
Boiler oil fuel pressure pumps and heaters.
Both air receivers.
Steering machinery.
Inboard air compressor and engine.
Both steam dynamo engines.
Electrical installation.

The class of this ship has now been continued subject to renewed stringer plating over midship peak tank (port and starboard) and forward engine room bulkhead in way being tested by completion of the Special Survey and not to be subjected to pressure in the meantime.

Yours faithfully,

The Surveyors
HONG KONG

pro Clerk to the
Classification Committee.

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