

11/12/63

Ship's Name ~~SS/MS~~ "HELGA SMITH" 2089 Gross tons

Is there a rpt. 8? no Port Copenhagen Rpt. No. 20127

No. of visits one First date and Last date 8.2.63

Interim Cert. issued & copy herewith? yes Damage rpt. issued & copy herewith? no Last rpt. (H.Q. only) 14076-8 km.

Date of completing rpt. 8.2.63 Surveyed at, if different from Port above

Is a rpt. 9A attached? no MN 608 Nature of survey Ice damage to propeller blades afloat

Survey fees Damage fee kr. 100,- Expenses kr. 14,-

S.A. fee

DOCKING

Propeller Sea connections Oil gland

Fastenings Wear down of stern bush

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

Air heaters

Superheaters

Safety valves

Mountings, doors and fastenings

Safety valves adjusted to { Sat Spt

Boiler securing arrangements

Main economisers

Steam heated steam generators

Forced circulating pumps

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

Exhaust gas heated economisers

Steam generator safety valves adjusted to

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 being specially examined and dealt with in dry dock before the end of May 1963

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.)

Surveyor to Lloyd's Register of Shipping

Date of Committee

FRIDAY 15 MAR 1963

Minute

As. 1.63 without spe cam (w) Subject (m) DBS. 1.63

Write (Sign) con. Dr.

Handwritten signatures and initials

Lloyd's Register Foundation

008753-008758-0208

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 the engine, boiler or machinery should be made before that date a distinguishing mark must be made to be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

if item is to be described as "good" only when it has been examined, so as to be 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.

Damage stated to have been caused by ice whilst on voyage Oskarshamn to Copenhagen 6.2.63 to 7.2.63.

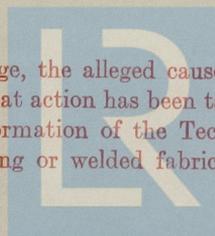
Now Done:- Vessel afloat. Examination made of propeller blade above the water level.

Found:- Three blades found slightly bent on trailing edge.

On blade, a crack approximately 2" long and bent aft. on trailing edge approximately 3" by 2'-0" long.

The Captain stated that the vessel was due to dry dock for bottom painting before the end of May, 1963.

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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