

MEMO FOR PUBL. NO. 213

Received London 31 JAN 1963

Ship's Name SS/MS "LISS" now "O.K. HAUGE" 5932 Gross tons of Fredrikstad,

Is there a rpt. 8? No Port Oslo Rpt. No. 9700

No. of visits 1 First date and Last date 23/1/63

Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only)

Date of completing rpt. 25/1/63 Surveyed at, if different from Port above Hauge near Fredrikstad Is a rpt. 9A attached? No MN Nature of survey Boiler Damage.

Survey fees Damage fee Kr. 100,- Expenses Kr. 90,-

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 Starboard Boiler +

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 starboard Main Boiler not being used until it's inboard (port) furnace has been renewed.

(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

WEDNESDAY 13 FEB 1963

Minute

Deferred for op. MBS (Scha) Subject

S. Person Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

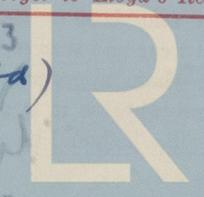
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50m.1.62 (MADE AND PRINTED IN ENGLAND)

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



Lloyd's Register Foundation

note RB Ber. - Not for posting

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:-

Damage stated to have been sustained to inboard (port) furnace of starbd. Main Boiler. Date and cause not stated.

Now Done:-

At the Owners request now examined the inboard (port) furnace of starbd. Main Boiler and found same sagged up to 12" at full length of furnace.

It is therefore recommended that this Main Boiler not being used until the inboard furnace has been renewed.

The centre and outboard (starbd.) furnaces were also examined without any signs of sagging.

The ship has now been re-named "O.K.HAUGE".

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.

