

1 NOV 1962

Ship's Name SS/MS "FLYING TEMPEST"

942.7.

Gross tons 263

Is there a rpt. 8? No

Port GREENOCK

Rpt. No. 27159

No. of visits 2

First date 3.9.62

Last date 6.9.62

Interim Cert. issued
& copy herewith? YesDamage rpt. issued
& copy herewith? No

Last rpt. (H.Q. only)

92970

Date of
completing rpt. 5/10/62

Surveyed at, if different from Port above Port Glasgow

Is a rpt. 9A
attached? No

MN 180

Nature of survey Boiler Repair

Survey fees £8. 8. 0.

Damage fee -

Expenses -

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 fasteningsSafety valves { Sat
adjusted to { SptBoiler securing
arrangements

Main economisers

Exhaust gas heated economisers

Steam heated
steam generators

Steam generator safety valves adjusted to

Forced
circulating pumps

Funnel

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?

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

survey.

H.K.T.

(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 GLASGOW 30 OCT 1962

Minute as now.

ISO 9.9.62

G.K. Stevenson
Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

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Foundation

010545-010553-0075

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?

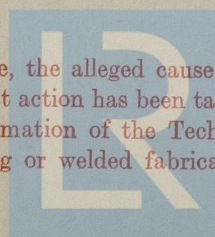
ELECTRICAL EQUIPMENT

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	
Control gear			
f cables, etc.		o Circuit breakers	
Insulation			
g resistance		p Cables	
Insulating		q Insulation resistance	
h oil test			
Overspeed		r Steering gear generators & motors	
i governors			
Magnetic		s Navigation light indicators	
j couplings			
k Air gap			

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

BOILER REPAIRS:- At the request of the Owners representative examined the port and starboard combustion chambers for repair on account of leakage. Port combustion chamber found to require caulking only at wrapper seams and this done. Starboard combustion chamber found to be leaking badly at two fractures in the back plate flange (ss) from rivet holes to edge of plate. 3 Rivets removed, both fractures veed out and welded and a corroded part of wrapper plate adjacent built up with weld, rivets replaced, also some caulking of seams in this c.c. carried out. On completion of repairs the combustion chambers proved tight by hydraulic test of boiler. These repairs are considered to be permanent.

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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