

Received London
14 AUG 1963

Ship's Name ~~SS/MS~~ "MOBIL RADIANT" 17598 Gross tons

Is there a rpt. 8? No Port Melbourne Rpt. No. 2.078/3

No. of visits 8 First date 30-7-63 Last date 6-8-63

Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? Yes Last rpt. (H.Q. only) DRB 10346

Date of completing rpt. 8-8-63 Surveyed at, if different from Port above -

Is a rpt. 9A attached? No MN 2750 Nature of survey Boiler repairs.

Survey fees £40-0-0 Damage fee - Expenses £7-0-0

S.A. fee £12-0-0

16 AUG 1963

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 AUXILIARY, DONKEY OR PRESS (State if oil fired—OF MAIN Stbd + each boiler.) or exhaust gas—EG.

Air heaters
Superheaters
Safety valves
Mountings, doors and fastenings
Safety valves { Sat adjusted to { Spt
Boiler 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?

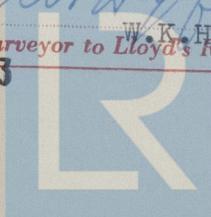
I recommend that the machinery of this ship remain as classed with/without fresh record of subject to the rear wall tubes in the stbd boiler being specially examined at the next boiler survey.

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 TUESDAY 10 SEP 1963

Minute as now. Subject.

W.K. HIGHFIELD, Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation

010874-010881-0086

ALSO FOR
SPL FOR
TRO
SRL
POSTING
HEADER
CERT

fully under "defects and repairs". 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.

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		

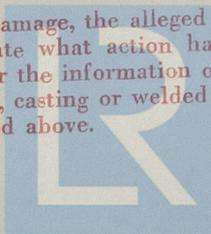
PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. At the request of the Owners Agents an examination was made of the stbd boiler for the purpose of ascertaining the nature and extent of damage stated to have been caused by a side wall tube bursting on the 19th July, 1963. For further details see Melb. Damage report D3567, copy attached.

38 - 2" side wall tubes found sagged approx. 10" to 20" and one tube burst open and split for approx. 18". All 38 side wall tubes now renewed with spares supplied by Messrs. Babcock & Wilcox, N.S.W., as per Sydney Cert. No. 7706 30th July, 1963. Tiles and insulation above side wall damaged by the burst tube and remaining tiles & insulation removed for access and now replaced.

The 1st 8 rear wall tubes from the inboard side of the boiler bowed approx. 2" and the other rear wall tubes slightly bowed. Now examined and it is recommended that the rear wall tubes be specially examined at the next boiler survey being considered remaining efficient meantime.

Upon completion of assembly the boiler was satisfactorily hydrostatically tested.

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.



Lloyd's Register
Foundation