

14 AUG 1963

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

Is there a rpt. 8? No Port Melbourne Rpt. No. 20783

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

Interim Cert. issued &amp; copy herewith? Yes Damage rpt. issued &amp; copy herewith? Yes Last rpt. (H.Q. only) DRB 103+6

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

## 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 Stbd +

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 &amp; 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.

Rm!

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

Lloyd's Register Foundation

010874-010881-0086

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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.

16 AUG 1963



# 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<br>(State Port—P, or Starboard—S) |  | AUXILIARY                           |  |
|--|--|-------------------------------------|--|
| Total kW<br>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.