

8 JUL 1963

Ship's Name ~~SS/MS~~ "LABUAN BAY", Gross tons 7372

Is there a rpt. 8? No Port HONG KONG. Rpt. No. 17839

No. of visits 2 First date 25-6-63 Last date 28-6-63.

Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? To follow. Last rpt. (H.Q. only) 17676 HK9

Date of completing rpt. 29-6-63. Surveyed at, if different from Port above -

Is a rpt. 9A attached? No MN 541 Nature of survey Damage to propeller.

Survey fees - Damage fee \$180.00 Expenses \$10.00

S.A. fee -

Part Examined DOCKING

Propeller † Sea connections Oil gland

Fastenings † Wear down of stern bush

Has screw/~~tube~~ shaft been drawn? No 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		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 tailshaft cone, propeller & fastenings being specially examined, and dealt with as necessary at the next drydocking, or not later than October, 1963.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

J.L.V. Whittle
Surveyor to Lloyd's Register of Shipping

Date of Committee THURSDAY 18 JUL 1963

Minute Deferred for copy. ES. subject

ALSO FOR

SPL FOR

TRO

SRL ✓

POSTING

HEADER

CERT

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.

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 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".

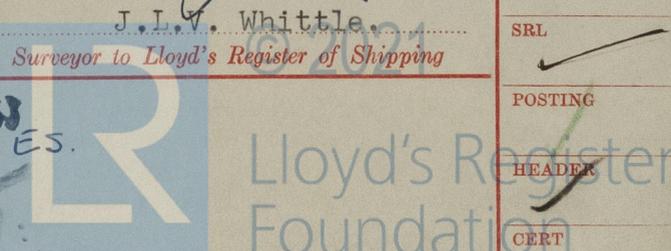
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50,000 PRINTED IN ENGLAND

SSPP
with
10.63

Note HKG & Hilli also as prev.

011227-011234-0333 1/2



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.

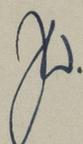
Damage to propeller, stated due to lighter being hit by propeller, whilst vessel shifted anchorage at Cheungshawan Anchorage, Hong Kong, on the 24th June, 1963, with engine turning half ahead.

Now done for Damage:-

Vessel afloat. Propeller tips examined with engine turned by gear. One blade tip found to be set back sharply, & fractured approx. 6" from tip, and one other blade tip slightly serrated.

Both tips dressed as a temporary repair.

It is recommended that the tailshaft cone, propeller and fastenings be specially examined, and dealt with as necessary at the next drydocking, or not later than October, 1963, considered efficient meanwhile.

(Contn. Sheet 2). 

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.

Rpt. 9B. (cont.)

Ship's Name SS/MS "LABUAN BAY"

Port HONG KONG. Rpt. No. 17839.

Condition of Class (New) :- Tailshaft cone, propeller, and fastenings to be specially examined, and dealt with as necessary at the next drydocking, or not later than October, 1963.



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