

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 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 { Sat
adjusted to { 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

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 com. E.S.
subject

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

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Foundation

011227-011234-0333 1/2

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
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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