

Received London  
26. APR. 1966

Ship's Name ~~SS~~/MS "DAWNLIGHT I" Gross tons 199  
 LR. 651537  
 Is there a rpt. 8? Yes Port GREENOCK Rpt. No. 27890  
 No. of visits 1 First date & Last date 18.3.66  
 Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? - Last rpt. (H.Q. only)  
 Date of completing rpt. 8.4.66 Surveyed at, if different from Port above -  
 Is a rpt. 9A attached? No MN 60 Nature of survey Docking  
 Survey fees Damage fee Expenses  
 S.A. fee

**DOCKING**  
 Propeller Good Sea connections - Oil gland  
 Fastenings Good Wear down of stern bush 0.033"  
 Has screw/tube shaft been drawn? No Date of examn. Not due  
 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 survey subject to any outstanding conditions of class being dealt with as previously recommended.

*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.)

*W. L. Lee*  
 Surveyor to Lloyd's Register of Shipping

Date of Committee GLASGOW 26 APR 1966

Minute *As now*

ALSO FOR  
 SPL FOR  
 NOTED BY  
 TRO  
 SRL  
 POSTING  
 HEADER  
 CERT



012246-012255-0237

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	
<i>a</i> Generators		<i>l</i> Generators & governors	
<i>b</i> Exciters			
<i>c</i> Air coolers		<i>m</i> Motors	
<i>d</i> Motors			
<i>e</i> Air coolers		<i>n</i> Switchboards & fittings	
Control gear <i>f</i> cables, etc.		<i>o</i> Circuit breakers	
Insulation <i>g</i> resistance		<i>p</i> Cables	
Insulating <i>h</i> oil test		<i>q</i> Insulation resistance	
Overspeed <i>i</i> governors		<i>r</i> Steering gear generators & motors	
Magnetic <i>j</i> couplings		<i>s</i> Navigation light indicators	
<i>k</i> Air gap			

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Damage to propeller stated to have been sustained on the 4th November, 1965 due to striking a submerged object in the River Clyde between buoys Nos. 35 & 37.

Upon examination of propeller it was found that one blade tip was set forward slightly on a chord of 8" and one blade set back slightly on leading edge near tip on a chord of 9". (Propeller 4B bronze)

NOW DONE. DAMAGE REPAIRS

Damaged propeller blades now faired in place.

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.

