

23 FEB 1966

2 MAR 1966

Ship's Name ~~MS~~ "SILVER BAY"
LR.526837. Gross tons 11218

Is there a rpt. 8? No Port SINGAPORE. Rpt. No. 18878

No. of visits One First date and. Last date 1-2-66.

Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? NO Last rpt. (H.Q. only) KOB 14174

Date of completing rpt. 7-2-66. Surveyed at, if different from Port above

Is a rpt. 9A attached? No MN 1232 Nature of survey Propeller damage.

Survey fees \$100. Damage fee Expenses \$7.
L.H. \$30.

S.A. fee

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

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 CSM (with date) when the survey has been completed subject to the propeller being repaired/renewed at next drydocking and to any other conditions at present attached to the vessel's Class being dealt with as previously recommended.

(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

Minute

As now, subject

MONDAY 14 MAR 1966

Surveyor to Lloyd's Register of Shipping

FOR CHAIRMAN
CLASSN. CTTEE

Lloyd's Register
Foundation

012541-012547-0255

All 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.

At request of Owner's Agents attended vessel on account of damage to propeller stated caused by striking unknown submerged object on the 15th. December, 1965 whilst on voyage SOURABAYA/PORT DICKSON.

NOTE A Surveyor representing Underwriters also attended vessel.

Examination of the propeller, with vessel afloat and in part loaded condition, revealed tip of one blade broken off completely to extent approximately 1' - 6".

NOW DONE FOR TEMPORARY REPAIRS

Vessel 'tipped' and tip of opposite blade cropped to approximately similar extent to damaged blade with no subsequent excessive vibration apparent. The propeller is considered efficient meantime, but it is recommended the propeller be repaired/renewed at next drydocking, which the Owner's Agents state is expected to be effected during March, 1966.

SRL (to raise)

"Propeller to be repaired/renewed next drydocking".

SRL No.247

"Water box of auxiliary condenser to be renewed by 3/66".

"Ballast pump waterend valve chest to be renewed by 3/66".

Nothing done at this time regarding these items.

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.