

13. AUG. 1965

Ship's Name ~~SS/SE~~ "BONNA" (LR 504809)
 Gross tons 6,910 Port of Registry Panama Port Kobe
 Date of build 6-1944 Is there a rpt. 8? Yes Rpt. No. 14746
 No. of visits 3 First date 27-7-1965 Last date 31-7-1965
 Interim Cert. issued & copy herewith? B1-120830 Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only)
 Date of completing rpt. 2-8-1965 Surveyed at, if different from Port above Nagoya
 Is a rpt. 9A attached? No MN 405 Nature of survey MBS, condition of class Dry Docking.
 Survey fees W/T repairs MBS £47-12-0 Damage fee - Expenses £7-0-0
 S.A. fee -

DOCKING

Propeller Good Sea connections † Oil gland -
 Fastenings Good Wear down of stern bush (if relined, state clearance before and after) 4.0mm
 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 Port & starboard, 29-7-65 Good

Air heaters -
 Superheaters Good
 Safety valves Good
 Mountings, doors and fastenings Good
 Safety valves adjusted to { Sat 250 lbs/in2 }
 { Spt 230 lbs/in2 }
 Boiler securing arrangements Good
 Main economisers - Exhaust gas heated economisers and their safety valves -
 Steam heated steam generators - Steam generator safety valves adjusted to -
 Forced circulating pumps - Funnel Good
 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? Yes, Good

I recommend that the machinery of this ship remain as classed with ~~with~~ fresh record of MBS 7.65, subject to main sea inlet valve being specially examined at next drydocking and to any outstanding condition of 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 rm

As now, subject MBS 7.65

THURSDAY - 9 SEP 1965

Surveyor to Lloyd's Register of Shipping S. Matsumoto

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

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012722-012727-0233

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.

Condition of Class (SRL No.238)

Main sea inlet valve to be specially examined at next drydocking.

Main sea inlet valve opened up, examined and found to be efficient, inside of valve chest cleaned and re-coated with plastic compound "DEVCON".

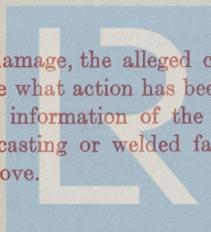
It is recommended that the main sea inlet valve to be specially examined at next drydocking.

Wear & Tear Repairs

Oil fuel transfer pump steam stop valve remote control rod found missing the joint piece to valve handle, now joint piece fixed.

Other minor repairs effected.

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.



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