

-6 MAY 1965

Ship's Name SS/M/S "KEREMPE" LR 518561

Gross tons 1205 Port of Registry ISTANBUL Port ISTANBUL

Date of build 9.1910 Is there a rpt. 8? No Rpt. No. 5687

No. of visits Two First date 20.4.1965 Last date 24.4.1965
Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? - Last rpt. (H.Q. only) 1ST 5622

Date of completing rpt. 29.4.1965 Surveyed at, if different from Port above

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

Survey fees Damage fee Expenses TL. 500.-- TL. 17.--

S.A. fee TL. 350.--

DOCKING

Propeller

Sea connections

Oil gland

Wear down of stern bush
(if relined, state clearance
before and after)

Fastenings

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 port (24.4.65) partially Good.

Air heaters

Superheaters

Safety valves

Mountings, doors
and fasteningsSafety valves { Sat
adjusted to { SptBoiler securing
arrangements

Main economisers

Steam heated
steam generatorsForced
circulating pumpsHave saturated steam pipes in cylindrical boiler
smoke boxes been examined as required by the Rules?Exhaust gas heated economisers
and their safety valves

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
Survey.

ALSO FOR

SPL FOR

NOTED BY

CESR

SRL

POSTING

HEADER

CERT

(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

WEDNESDAY 19 MAY 1965

Minute

As now

FOR CHAIRMAN
CLASSN. CT156

012845-012852-0116

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
thereon should 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 Examina-
tion. 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	
Control gear		o Circuit breakers	
f cables, etc.			
Insulation		p Cables	
g resistance			
Insulating		q Insulation resistance	
h oil test			
Overspeed		r Steering gear generators & motors	
i governors			
Magnetic		s Navigation light indicators	
j couplings			
k Air gap			

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Damage stated to have been caused by lack of water and overheating on 18th April, 1965 whilst discharging coal at this port.

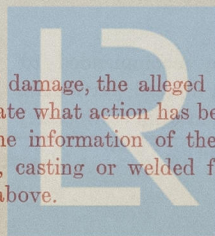
Now done for damage: Upon examination the port furnace found to have a large bulge on top. The furnace now partially renewed. Upon completion hydraulically tested 10% over working pressure. A number of plain and stay tubes found leaky and now expanded and made tight.

Conditions affecting Class SRL No. 234 - Nil

Appendix to SRL - No. 15 - Nil

The Survey was confined to the above only.

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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