

22 APR 1964

Ship's Name SS/MS " ABEILLE No. 23 "

Gross tons 389

Is there a rpt. 8? yes

Port Le Havre

Rpt. No. 10658

No. of visits three

First date 2-4-64

Last date 18-4-64

Interim Cert. issued  
& copy herewith? yesDamage rpt. issued  
& copy herewith? no

Last rpt. (H.Q. only)

Date of  
completing rpt. 20-4-64

Surveyed at, if different from Port above

Is a rpt. 9A  
attached? no

MN (206)

Nature of survey MBS and damage

Survey fees

Damage fee

Expenses 10 Frs

MBS 189Frs

S.A. fee

## DOCKING

Propeller good

Sea connections go

Oil gland

Fastenings good

Wear down of stern bush A. bracket P.4 mm  
S.3 mmHas 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

10-4-64 - good

Air heaters

Superheaters

Safety valves

good

Mountings, doors  
and fastenings

good

Safety valves { Sat  
adjusted to { Spt

180 P.S.I.

Boiler securing  
arrangements

good

Main economisers

Exhaust gas heated economisers

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

I recommend that the machinery of this ship remain as classed with/without fresh record of

MBS 4,64 now.

(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

TUESDAY - 5 MAY 1964

Minute

as now

MBS 4.64

Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

Lloyd's Register  
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013103-013114-0164

At port 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.

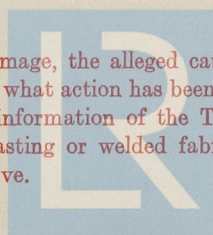
Damage to port propeller stated occurred on 22nd October 1963 at Sas Quinette de Rochemont, port of Le Havre and stated due to propeller becoming fouled with rope and short length of chain.

Found : Tip of one blade of port propeller broken off.

Now done : Damaged C.I. propeller removed and spare C.I. propeller fitted. Marking good. Cone and key both good.

Wear & Tear : Minor repairs to boiler mountings

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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