

Ship's Name **SS/MS MARE ADRIACUM LR 522120**

Gross tons **20.451.** Port of Registry **Trieste** Port **Aden**

Date of build **3-1954** Is there a rpt. 8? **No** Rpt. No. **4225**

No. of visits **2** First date **13.6.66.** Last date **14.6.66.**

Interim Cert. issued & copy herewith? **Yes** Damage rpt. issued & copy herewith? **No** Last rpt. (H.Q. only) **NAP.F2P4**

Date of completing rpt. **14.6.66.** Surveyed at, if different from Port above

Is a rpt. 9A attached? **No** MN Nature of survey **Boiler Repairs**

Survey fees **£30. 0. 0.** Damage fee Expenses **10/-**

S.A. fee **£6. 0. 0.**

24 JUN 1966

DOCKING

Propeller Sea connections Oil gland
Wear down of stern bush (if relined, state clearance before and after)

Fastenings Date of examn.

Has screw/tube shaft been drawn? Has shaft now fitted been previously used?

Has shaft been changed? 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	SURVEY CONFINED TO OVER.
Superheaters	
Safety valves	
Mountings, doors and fastenings	
Safety valves adjusted to { Sat Spt	
Boiler securing arrangements	
Main economisers	
Steam heated steam generators	
Forced circulating pumps	
Have 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 subject to any outstanding conditions of class being dealt with as previously recommended.

S.R.L. Appendix

Starboard de-superheater, 3 elements plugged.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

P. H. Ferri
Surveyor to Lloyd's Register of Shipping

Date of Committee

WEDNESDAY - 6 JUL 1966

Minute

Asnow

FOR CHAIRMAN CLASSN. GTTS

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

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

5800-16310-0085

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. STARBOARD MAIN BOILER

The Chief Engineer stated that the de-superheater elements in the top steam drum had been found to be leaking prior to arrival at Aden.

Now Done: The entire superheater including headers removed ashore and specially examined. The elements were leaking due to imperfections and pitting on the surface of the header expansion. Four new elements out of the total seven have been refitted and placed in order, but such was the amount of metal removed from the remaining three landings in the headers, expanding the standard tube was impracticable and in this case tapered plugs were machined and fitted, the header tested and found tight.

It is the Owner's intention to obtain two new headers and fit them at the earliest opportunity, and in the above circumstances it is recommended that a note be made in the S.R.L. Appendix List to read - "Starboard de-superheater 3 elements plugged".

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.