

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)

NAPF2PL

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

Damage fee

Expenses

£30. 0. 0.

10/-

S.A. fee

£6. 0. 0.

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

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 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 (P. H. Ferri)
must be stated above and on the interim certificate.) 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

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 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	
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.