

-6. JUL 1966

118 AUG 1966

Ship's Name ~~SS~~MS "MONSUN"
 LR 521659 Port of Registry Helsingfors Port Gothenburg
 Gross tons 10729
 Date of build 1953 - 6 Is there a rpt. 8? No Rpt. No. 31427
 No. of visits 1 First date --- Last date 28th June, 1966
 Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? --- Last rpt. (H.Q. only) HFS 1696
 Date of completing rpt. 30th June, 1966 Surveyed at, if different from Port above ---
 Is a rpt. 9A attached? No MN 1300 Nature of survey Condition of Class
 Survey fees Kronor 75:00, Damage fee --- Expenses Kronor 7:00.

S.A. fee ---

DOCKING

Propeller Sea connections Oil gland
 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, ~~XXXXXXXXXXXX~~ (State if oil fired—OF or exhaust gas—EG) MAIN

See report

Air heaters
 Superheaters
 Safety valves
 Mountings, doors and fastenings
 Safety valves { Sat adjusted to Spt
 Boiler securing arrangements
 Main economisers Exhaust gas heated economisers and their safety valves
 Steam heated steam generators Steam generator safety valves adjusted to
 Forced circulating pumps Funnel
 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?

I recommend that the machinery of this ship remain as classed ~~with~~/without fresh record of survey, subject to the starboard auxiliary boiler being again examined under full pressure by September, 1966 (3 months' limit) and plain tubes being dealt with if found necessary.

(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 FRIDAY 9 SEP 1966

Minute

Surveyor to Lloyd's Register of Shipping

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 Examination. Where repairs have been effected or it is

1/1965

Write (Owner)

DS 6. 66 without spl edn (h) subject (m)

013284-013242-0220

FOR CHAIRMAN CLASSN. CTTEE

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:

The starboard auxiliary boiler examined under full working pressure, and tubes found tight with one plain tube stopped.

Note:

Both auxiliary boilers have been examined in Hamburg on the 22nd June, 1966.

The Hamburg Surveyors have issued a certificate with condition regarding the starboard auxiliary boiler plain tubes, which were to be dealt with. The starboard auxiliary boiler is not to be used in the meantime.

According to the Superintendent this condition was made after both boilers having been examined and due to a plain tube of the starboard auxiliary boiler starting to leak during the adjusting of the safety valves.

As the boiler is urgently needed to fulfil the present commitments and due to the fact that there was no opportunity to renew or deal with the tubes on this occasion, and the boiler found tight with only one plain tube stopped, it is recommended that the boiler should be again examined under full pressure by September, 1966, and plain tubes dealt with if found necessary.

There are 8 tube stoppers on board and the boiler is considered satisfactory in the meantime.

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.

