

-6. JUL 1966

118 AUG 1966

Ship's Name ~~SS~~MS "M O N S U N"

LR 521659

Gross tons 10729

Port of
Registry

Helsingfors

Port

Gothenburg

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

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, ~~XXXXXXXXXXXX~~(State if oil fired—OF
or exhaust gas—EG)

MAIN

See report

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 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

POSING

HEADER

CERT

FOR CHAIRMAN
CLASSN. CTTEE

013284-013242-0220

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

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)

Total kW
or kVA

a Generators

b Exciters

c Air coolers

d Motors

e Air coolers

f Control gear
cables, etc.

g Insulation
resistance

h Insulating
oil test

i Overspeed
governors

j Magnetic
couplings

k Air gap

AUXILIARY

Total kW or kVA

l Generators &
governors

m Motors

n Switchboards
& fittings

o Circuit breakers

p Cables

q Insulation
resistance

r Steering gear
generators &
motors

s Navigation light
indicators

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.

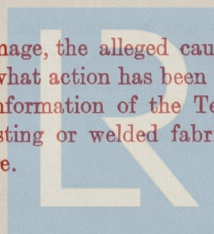
The Hamburg Surveyors have issued a certificate with condition regarding the starboard auxiliary boiler plain tubes, which were to be dealt with. The starboard auxiliary boiler is not to be used in the meantime.

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.



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