

Ship's Name SS/MS "JULIANA".

Port HONG KONG.

Processing  
Number: LR 531110.

Gross tons 7287.

Rpt. No. 21445.

Port of Registry PANAMA.

Date of  
build 1942-8.

Is there a rpt. 8? Yes.

No. of visits Six.

First date 28-10-67.

Last date 18-11-67.

Interim Cert. issued  
& copy herewith? Yes.Damage rpt. issued  
& copy herewith? No.

Last rpt. (H. Q. only)

Date of  
completing rpt. 25-11-67.

Surveyed at, if different from Port above --

Is a rpt. 9A  
attached? No.

MN 500.

Nature of survey A.B.S.

Survey fees  
A.B.S. \$546.00  
Repairs 200.00

Damage fee --

Expenses \$60.00  
Cables 20.00

S.A. fee 100.00

BOILERS OPENED UP AND EXAMINED. (Identify by position and state condition and latest date of internal examination of each boiler, economiser or steam generator)

AUXILIARY, ~~DONKEY OR PRESS~~(State if oil fired—OF  
or exhaust gas—EG)

MAIN

Both Good.  
Riley. 14-11-67.  
Cochran. 31-10-67.

Air heaters

Superheaters

Safety valves Good.

Mountings, doors  
and fastenings Good.Safety valves { Sat 120 P.S.I.  
adjusted to { SptBoiler securing  
arrangements Good.

Main economisers

Steam heated  
steam generatorsFired boiler forced  
circulating pumpsExhaust gas heated economisers  
and their safety valvesSteam generator or  
E.G.E. safety valves adjusted toFunnel Good.  
Were oil burning system &  
remote controls examined  
in accordance with Rules? Yes.Have saturated steam pipes in cylindrical boiler  
smoke boxes been examined as required by the Rules?

I declare that the items detailed in this report (except as stated otherwise) comply with the requirements of the Merchant Shipping (Cargo Ship Construction and Survey) Rules 1965, applicable to this ship, and are in all respects satisfactory for the service on which the ship is intended to ply, namely, International voyages/voyages within the limits

(The above declaration applies only to sea-going cargo ships  
of 500 tons gross and above registered in the U.K.)I recommend that the machinery of this ship remain as classed with/without fresh record of A.B.S. 11,67,  
subject to any outstanding conditions that may be attached  
to the ship's class being dealt with as previously recommended.(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

Minute

WEDNESDAY 17 JAN 1968

As now  
ABS 11-67

Surveyor to Lloyd's Register of Shipping

N. Stephenson.

ALSO FOR

SRL FOR

TRO

SRL

POSTING

HEADER

CERT

Lloyd's Register  
Foundation

014023-014031-0044

are to be cancelled; this need not be done when the machinery is  
on a continuous survey basis. When any part has been hydraulic  
ally tested the pressure should be stated. Engine parts when referred  
to by numbers should be counted from forward.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". At part or complete  
Special Surveys those items which are not applicable to the shipThe 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 re-examination or repairs should be made before



EXAMINATION AND TESTING OF STEAM PIPES (state material and test pressure and, if selected lengths, identify by position)

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		
t	Spare gear		

u PASSENGER SHIPS Have the emergency source of power and its associated circuits and, where fitted, the temporary source of power and its automatic arrangements been tested?

CARGO SHIPS Have the emergency source of power and its associated circuits been tested?

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Repairs (Wear & Tear) :-

The gourley neck of the Riley boiler inboard furnace found grooved and cracked. The defective material cut out and the furnace repaired by electric welding. Local deep corrosion pittings on both furnaces built up by electric welding.

The boiler tubes found heavily scaled and to facilitate de-scaling approximately 100 plain tubes removed and new tubes fitted after cleaning.

On completion of repairs boiler examined under hydraulic pressure of 140 P.S.I. and found sound and tight.