

Ship's Name ~~SS~~/MS "GLANMIRE"

Gross tons

L.R.520240

Is there a rpt. 8?

Port

DUBLIN

Rpt. No. 10379

No. of visits

First date

Last date

Interim Cert. issued
& copy herewith?Damage rpt. issued
& copy herewith?

Last rpt. (H.Q. only)

Date of
completing rpt.

Surveyed at, if different from Port above

Is a rpt. 9A
attached? Yes

MN

Nature of survey Docking & Damage.

Survey fees

Damage fee

Expenses

S.A. fee

DOCKING	
Propeller s	Good
Sea connections	Good
Oil glands	Good
Fastenings	Good
Wear down of stern bush	P 60/1000 S 68/1000
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

Exhaust gas heated economisers

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
As Report 9A.(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

MONDAY 18 JAN 1965

See Rpt 9A

Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

Lloyd's Register
Foundation

014242-014252-0147

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 part
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)		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	
Control gear		o Circuit breakers	
f cables, etc.			
Insulation		p Cables	
g resistance		q Insulation resistance	
Insulating		r Steering gear generators & motors	
h oil test		s Navigation light indicators	
Overspeed			
i governors			
Magnetic			
j couplings			
k Air gap			

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

DAMAGE.

Damage stated to have been caused by the starboard propeller striking an unknown object off Waterloo Lock, Liverpool on the 19.7.64

DAMAGE REPAIRS.

Starboard propeller (3 blades) - all blades found badly bent.
Spare bronze propeller now fitted.
Oil gland examined and found satisfactory.
Tail shaft turned in place and gauged for truth and found satisfactory.
Fit of tail shaft in new propeller verified and found in order.