

HP Ship's Name SS/MS "ANGELIC"
LR 532130 Port of Registry Panama Port Rotterdam
Gross tons 7158 Rpt. No. 62143
Date of build 1944 Is there a rpt. 8? no Last date 28-12-'65
No. of visits 3 First date 22-12-'65
Interim Cert. issued & copy herewith? yes Damage rpt. issued & copy herewith? no Last rpt. (H.Q. only) ANT 41173
Date of completing rpt. 29-12-'65 Surveyed at, if different from Port above -
Is a rpt. 9A attached? no MN Nature of survey compl. MBS
Survey fees f 195,- Damage fee [Signature] Expenses f 95,-
S.A. fee

112 JAN 1966

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

DOCKING
Propeller Sea connections Oil gland
Wear down of stern bush (if relined, state clearance before and after)
Fastenings Date of examn.
Has screw/tube shaft been drawn? 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
		Starboard, 22-12-'65 good.
Air heaters		-
Superheaters		good
Safety valves		good
Mountings, doors and fastenings		good
Safety valves adjusted to { Sat Spt		of starb. blr. to 240 p.s.i. of starb. blr. to 230 p.s.i.
Boiler securing arrangements		Exhaust gas heated economisers and their safety valves
Main economisers		Steam generator safety valves adjusted to
Steam heated steam generators		Funnel good.
Forced circulating pumps		Were oil burning system & remote controls examined in accordance with rules? good.
Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules?		

I recommend that the machinery of this ship remain as classed with/without fresh record of MBS 6-'65 now, subject to any outstanding condition of 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 TUESDAY 25 JAN 1966
Minute arrow
P. J. Stuy Surveyor to Lloyd's Register of Shipping
MBS 6.65 FOR CHAIRMAN CLASSN. CTTEE

ALSO FOR
SPL FOR
INSPECTED BY CESRMG
SRL
POSTING
HEADER
CERT

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

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Found: of starboard boiler:

Floor of furnace too high and aft wall loose from casing and moved forward app. 80 cm.

Nine 4" tubes distorted and 1 plugged.

Five 2" tubes plugged and 1 choked.

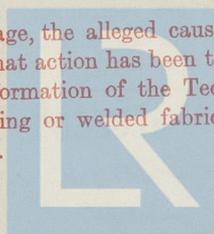
One sootblower pipe burnt.

Done:

All failing tubes renewed. Brickwork renewed as necessary. Sootblower pipe renewed.

Boiler cleaned in and externally. Boiler tested, examined under steam and safety valves adjusted.

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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