

Received London 28. APR. 1965

Ship's Name SS/MS KAVO MATAPAS (LR542075)

Gross tons 3821

Port of Registry Monrovia

Port Bilbao

Date of build 9-1946 Is there a rpt. 8? Yes

Rpt. No. 13939

No. of visits 16

First date 9-2-65

Last date 17-3-65

Interim Cert. issued & copy herewith? Yes

Damage rpt. issued & copy herewith? Yes Last rpt. (H.Q. only)

Date of completing rpt. 5-4-65

Surveyed at, if different from Port above M.B.S., T.S., S.P.S. and Damages

Is a rpt. 9A attached? No

MN 450

Nature of survey

Survey fees M.B.S. 8.360 ptas. T.S. 2.200 ptas. S.P.S. 1.500 ptas.

Damage fee 4.000 ptas.

Expenses 1.000 ptas.

S.A. fee 1.400 ptas.

DOCKING

Propeller Good

Sea connections Good

Oil gland good

Fastenings Good

Wear down of stern bush (if relined, state clearance before and after) 2.3 m/m.

Has screw/tube shaft been drawn? Yes

Date of examn. 3-3-65

Has shaft been changed? No

Has shaft now fitted been previously used?

Has shaft now examined/fitted a continuous liner? No Approved oil gland? Yes

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

Port 10-3-65 good Starbd. 12-3-65 good

P. & S. 220 lbs/sq.in"

P. & S. 220 lbs/sq.in"

P. & S. good

Exhaust gas heated economisers and their safety valves

Steam generator safety valves adjusted to

Funnel Good

Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules? Yes

Were oil burning system & remote controls examined in accordance with rules? Yes

I recommend that the machinery of this ship remain as classed with/without fresh record of

M.B.S. 3.65 T.S.(OG) 3.65 and S.P.S.3.65

ALSO FOR

SPL FOR

NOTED BY TRO CESR

SRL

POSTING

HEADER

CERT

(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

Surveyor to Lloyd's Register of Shipping

Signed: J.J. Alday

MONDAY 9 JUL 1965

As now, without special

T.S. 3.65 M.B.S. 3.65 S.P.S. 3.65

004918-004926-0171 1/3

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 Steel good  
 AUXILIARY steel good  
 (over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested? Yes

Were selected copper pipes annealed? No

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

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

See attached sheet.

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.

Damage - stated to have been caused by excessive deposits of salt water scale on the heating surfaces on 11th January, 65

FOUND.-

Port Boiler.

Port C.C. Deformation of the combustion chamber back plate at its lower part for a height of about 1 metre.

Port furnace crown deformed at aft end for a length of 1.3 m. and each side bulged inwards to a depth of 500 mm. with two fractures in plating.

46 plain tubes wasted at ends.

Centre C.C. Deformation of the combustion chamber back plate at its lower part for a height of about 1 m.

Centre furnace, slightly deformed at bottom, near centre of its length.

14 plain tubes wasted at ends.

Starboard C.C. Deformation of the combustion chamber back plate at its lower part for a height of about 1.6 mts.

Starboard furnace, slightly deformed at bottom near centre of its length.

24 plain tubes wasted at ends.

Combustion chambers and furnaces on the water side coated with scale of about 12 mm. thick.

STARBOARD BOILER.

Combustion chambers and furnaces on the water side coated with scale of about 12 mm. thick.

Port furnace.

41 plane tubes wasted at the ends.

Centre furnace. 61 plane tubes wasted at the ends.

Starboard furnace. 31 plane tubes wasted at the ends.

NOW DONE.- PORT BOILER.

Port combustion chamber back plate renewed at its lower part, for a height of about 1.2 mts. 29 combustion chamber screwed stays renewed.

Port furnace removed; as the rivet holes in the new furnace flange did not coincide with the holes in the original flange, it was necessary to cut off the flange of the new furnace and electrically weld the flange cut from the old furnace. After the repair the new furnace was annealed.

46 defective plane tubes renewed.

Centre C.C. Combustion chamber back plate renewed at its lower part for a height of about 1.2 mts. 23 combustion chamber screwed stays renewed.

*Rpts*

Ship's Name SS/MS "KAVO MATAPAS"

Port Bilbao

Rpt. No. 13939

Deformation of the furnace at its centre lower part faired in place.

14 defective plane tubes renewed.

STARBOARD C.C. Combustion chamber back plate renewed at its lower part for a height of about 1.650 mm. 43 combustion chamber screwed stays renewed.

24 defective plane tubes renewed.

Deformation on the furnace at its centre lower part faired in place.

On completion of the repairs Port boiler was hydraulically tested and repairs found satisfactory.

STARBOARD BOILER.

Port furnace. 41 plain tubes renewed  
Centre furnace. 61 plain tubes renewed.  
Starbd. furnace. 31 plain tubes renewed.  
3 Screwed stays renewed.

Main condenser was opened up, examined and tested, three tubes found with stoppers fitted.

The stoppers were removed and the condenser tested. Considerable leakage noted through the mentioned tubes.

NOW DONE. Three condenser tubes renewed and condenser tested.

Damage stated to have been sustained on the 2nd January, 1965  
Propeller damage stated to have been caused during efforts to refloat the vessel in Suez Canal.

FOUND

The four blades badly distorted (See photos attached).

NOW DONE. Propeller removed and blades faired in accordance with instructions to Surveyors Part 3b 1957, Amendment No 4.

*Juan Priador*

