

23 MAY 1963

Ship's Name SS/MS "ANGELIKI" Gross tons 1173
Is there a rpt. 8? no Port Alexandria Rpt. No. 5496
No. of visits two First date 10.5.63 Last date 14.5.63
Interim Cert. issued & copy herewith? yes Damage rpt. issued & copy herewith? no Last rpt. (H.Q. only) 5478
Date of completing rpt. 20.5.63 Surveyed at, if different from Port above
Is a rpt. 9A attached? no MN Nature of survey
Survey fees £.35.250 Damage fee Expenses £.2.-
0.200

S.A. fee

DOCKING
Propeller Sea connections Oil gland
Fastenings Wear down of stern bush
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

starboard good 10.5.63

Air heaters

good

Superheaters

good

Safety valves

good

Mountings, doors and fastenings

good

Safety valves { Sat
adjusted to { Spt

Boiler securing arrangements

good

Main economisers

Exhaust gas heated economisers -

Steam heated steam generators

Steam generator safety valves adjusted to -

Forced circulating pumps

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? good no

I recommend that the machinery of this ship remain as classed with/without fresh record of MBS (5.63) upon completion, subject to all conditions at present attached to the 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.)

M. DAWOOD

Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

Lloyd's Register Foundation

010509-010518-0013

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)		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			

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Adjustments effected to boiler mountings.
Port & starboard soot blower housing tubes renewed (thinned) .
Three stays caulked on the starboard combushion chamber back end.
Nine plain tubes on the starboard furnace & four on the port
furnace noted thinned in way of the combushion chamber tube plate, now
fitted with C.I. protecting caps and considered efficient.

REMAINS TO COMPLETE MBS (5.63)

Port boiler to examine in its entirety.
Both boilers to examine understeam & adjust safety valves.
O.F. burning & remote controls to be examined working.

Condition of class & Tailshaft Survey

The Owners Agent stated that this will be carried out at Piraeus
during the present voyage.

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.