

Received London
- 9 MAR 1964

Ship's Name **SS/MS UNION FAIR** Gross tons **7258**

Is there a rpt. 8? **No** Port **Yokohama** Rpt. No. **5137**

No. of visits **One** First date and Last date **14-12-64**

Interim Cert. issued & copy herewith? **Yes** Damage rpt. issued & copy herewith? **No** Last rpt. (H.Q. only) **[initials]**

Date of completing rpt. **16-2-64** Surveyed at, if different from Port above **Chiba**

Is a rpt. 9A attached? **No** MN - Nature of survey **MBS**

Survey fees **£ 33- 0- 0** Damage fee - Expenses **£ 3- 4- 0**

S.A. fee -

13 MAR 1964

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		
	P & C (O.F.)	14-2-64	good
Air heaters	P & C	good	
Superheaters	"	good	
Safety valves	"	good	
Mountings, doors and fastenings	"	good	
Safety valves adjusted to { Sat		-	
{ Spt		-	
Boiler securing arrangements	P & S	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?	No	

I recommend that the machinery of this ship remain as classed with/without fresh record of MBS 2/64 on completion subject to any outstanding conditions of class being dealt with as previously recommended.

ALSO FOR
SPL FOR
TRO
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.)

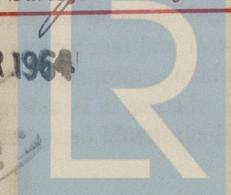
[Signature]
Surveyor to Lloyd's Register of Shipping

Date of Committee

FRIDAY 20 MAR 1964

Minute

As now



Lloyd's Register Foundation

011823-011825-0146

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.

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 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".

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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.

To Complete MBS :-

Port & Centre main boilers examined throughout at this time.

To complete the survey the following items to be done.

All (P., C. & S.) main boilers safety valves adjusted under steam.

Starb'd main boiler examined throughout.

O.F. burning system & remote controls examined under working condition.

Chief Engineer stated that the above items will be continued at Osaka and completed at the end of April 1964 when the ship returns to Japan.

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.

