

21 JAN 1964

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

Gross tons 11106

Is there a rpt. 8? Yes

Port KOBE

Rpt. No. 12147

No. of visits 3

First date 14th Oct., 1963

Last date 8th Nov., 1963

Interim Cert. issued Yes, & copy herewith? B1-93943

Damage rpt. issued & copy herewith? No

Last rpt. (H.Q. only)

Date of completing rpt. 11th Nov., 1963

Surveyed at, if different from Port above Osaka

Is a rpt. 9A attached? No

MN

Nature of survey Docking & TS(CL)

Survey fees 75(CL) ¥10,500.-

Damage fee ¥15,000.-

Expenses ¥3,000.-

S.A. fee

DOCKING

Propeller Good

Sea connections Not Exd.

Oil gland None

Fastenings Good

Wear down of stern bush 2.75 mm

Has screw/tube shaft been drawn? Yes

Date of examn. 28-10-63

Has shaft been changed? No

Magnaflux tested Good

Has shaft now fitted been previously used?

Has shaft now examined/fitted a continuous liner? Yes

Approved oil gland? No

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 fastenings

Safety valves adjusted to { Sat Spt

Boiler securing arrangements

Main economisers

Steam heated steam generators

Forced circulating pumps

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

Exhaust gas heated economisers

Steam generator safety valves adjusted to

Funnel

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

We

~~xxx~~

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

TS(CL) 10,63 now.

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.)

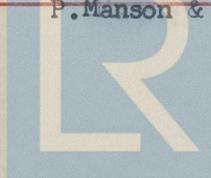
Date of Committee

THURSDAY 13 FEB 1964

Minute

As now TS 10.63

Peter Manson P. Christensen Surveyor to Lloyd's Register of Shipping P. Manson & L.O. Christensen



Lloyd's Register Foundation

012796-012800-0081

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 thereon should 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		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.

Damage: Cause and date unknown. All four blade tips of M.B. propeller damaged, propeller removed to workshop and new sections of blade welded on. Propeller subsequently balanced and repaired sections dye checked and all found satisfactory.

Please Note the propeller shaft magnaflux tested keyway found to comply with the requirements of C1002 of the Rules (Notice No.3).

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.

