

2 JAN. 1963

Ship's Name ~~XX~~/MS "IRVINGDALE I"

Gross tons 3454

Is there a rpt. 8? Yes

Port Halifax, N.S.

Rpt. No. 8171

No. of visits 3

First date 8/12/62

Last date 12/12/62

Interim Cert. issued
& copy herewith? YesDamage rpt. issued
& copy herewith?

Last rpt. (H.Q. only)

Date of
completing rpt. 14/12/62

Surveyed at, if different from Port above

Is a rpt. 9A
attached? No

MN 670

Nature of survey Grounding Damage

Survey fees

Damage fee

Expenses

\$60.00

\$10.00

S.A. fee

DOCKING

Propeller Good

Sea connections -

Oil gland -

Fastenings Good

Wear down of stern bush Not recorded

Has screw/tube
shaft been drawn? No

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

Air heaters

Superheaters

Safety valves

Mountings, doors
and fasteningsSafety valves { Sat
adjusted to { SptBoiler securing
arrangements

Main economisers

Exhaust gas heated economisers

Steam heated
steam generators

Steam generator safety valves adjusted to

Forced
circulating pumps

Funnel

Have saturated steam pipes in cylindrical boiler
smoke boxes been examined as required by the Rules?Were oil burning system &
remote controls examined
in accordance with rules?I recommend that the machinery of this ship remain as classed ~~with~~/without fresh record of

Survey.

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

MONDAY 28 JAN 1963

(L. M. MATHERS)

Minute

As now Subject

Surveyor to Lloyd's Register of Shipping

013627-013631-0177

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.

Vessel dry docked for grounding damage only & flooding in engine room.

Damage Repairs Now Done:- The 3 each 25 KW generators removed to shop, all
boiled, dried and revarnished, tested and replaced.

Electric wiring between generators and switchboard renewed.

Lower platform lighting circuits wiring renewed.

All enclosed steam engines cleaned and crankcase oil renewed.

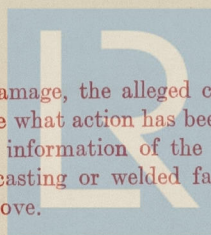
Main engine lubricating oil tanks cleaned and oil renewed.

Thrust block oil renewed.

5 small electric moters removed, boiled, dried, revarnished & tested.

On Completion of all repairs a main engine and steering gear dock trial were
satisfactorily carried out.

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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Foundation