

10 JAN 1963

Ship's Name SS/~~MS~~ "CHRISTIAN S." Gross tons 2884

there a rpt. 8? Yes Port Balboa, C. Z. Rpt. No. Boa. 4736

No. of visits 15 First date 11 Oct. 1962 Last date 9 Nov. 1962

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

Date of completing rpt. 26 Nov. 1962 Surveyed at, if different from Port above Cartagena, Colombia

Is a rpt. 9A attached? Yes MN 269 Nature of survey Special Survey

Survey fees Damage fee Expenses

Oiler \$ 90.00 \$147.05

Electrical 90.00

Repairs 175.00

S.A. fee

DOCKING

Propeller Good Sea connections Good Oil gland None

Fastenings Good Wear down of stern bush 2.8 mm.

Has screw/tube aft 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? -

OILERS OPENED UP AND EXAMINED. (Identify by position and state latest date of internal examination of each boiler.)

BOILER NO.	POSITION	DATE
1	MAIN	11 Nov. 1962
2	PORT	4 Nov. 1962.
3	STARBOARD	

Air heaters -

Superheaters -

Safety valves Good

Mountings, doors and fastenings Good

Safety valves { Sat 180 psi.
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? - 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

MBS 11.62
ES 11.62

Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Signature of Committee

NEW YORK

DEC 12 1962

Surveyor to Lloyd's Register of Shipping

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003116-003123-0093 1/2

003116-003123-00162

EXAMINATION AND TESTING OF STEAM PIPES (state material)

MAIN
AUXILIARY
(over 3" bore)

Not tested.

Have saturated pipes in cylindrical boiler smoke boxes been tested? No.

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		Generators & governors	Nos. 1 & 2 starboard side (F. & S.) Good. No. 3 Diesel driven generator (s.s.) T.D. above engine space - Good.
b Exciters		m Motors	Good
c Air coolers		n Switchboards & fittings	Good
d Motors		o Circuit breakers	Good
e Air coolers		p Cables	Good
f Control gear cables, etc.		q Insulation resistance	10 megohm
g Insulation resistance		r Steering gear generators & motors	-
h Insulating oil test		s Navigation light indicators	Good.
i Overspeed governors			
j Magnetic couplings			
k Air gap			

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Whilst ship was in the dry dock, the propeller, stern bush, and sea connection fastenings examined.

Wear down of stern bush was 2.8 mm.

All sea valves removed, examined, found or placed in good order.

The port and starboard main boilers examined internally and externally together with all mountings, the oil fuel burning system examined under working conditions and generally examined fuel tank valves, piping, deck control gear and oil discharge pipes between pumps and burners. Boiler and evaporator safety valves adjusted under steam to the approved working pressure. Boiler stools, chocks and stays examined and found good.

The switchboard, switchgear, generator and motors, all megger tested satisfactorily. Circuit breakers tested as were remaining fuses and protected devices.

Navigation light indicators tried under working conditions and found good.

Damage repairs now effected:

The port and starboard main boiler generating tubes renewed. (See attached Damage Report).

cont'd

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., material of the defective item and whether it is a forging, casting or welded fabrication. Any alteration of existing particulars in the Register Book should be reported above.

(cont.)

REC'D NEW YORK NOV 30 1939

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Port Balboa, C. Z. Rpt. No. 4736

WEAR & TEAR REPAIRS NOW EFFECTED

The No. 3 generator engine worn bronze bushing on governor shaft, the two broken gears on drive shaft and camshaft bearings renewed.

Bent distributing rod on oil fuel transfer pump renewed.

Holed main injection valve renewed.

Forced draft fan engine cylinder rebored and new piston fitted to suit new cylinder diameter.

Wiped shaft bearings on windlass remetalled and machined.

Worn main circulating pump shaft bearings renewed.

Both fuel oil service pump valves renewed.

Water and steam end rings of both feed pumps renewed.

Inoperative water tight door to tunnel from engine room now placed in satisfactory operating condition.



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