

Rpt. 9B

REPORT OF MACHINERY SURVEYS AND REPAIRS

Received London

4 JUN 1963

Ship's Name ~~SEMS~~ "DEBORAH" 11963 Gross tons of Monrovia
 Is there a rpt. 8? Yes Port Bremen Rpt. No. 6829
 No. of visits Two First date 15-5-63 Last date 17-5-63
 Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? - Last rpt. (H.Q. only)
 Date of completing rpt. 24-5-63 Surveyed at, if different from Port above Bremerhaven
 Is a rpt. 9A attached? No MN 1330 Nature of survey Cond. of Class, Docking
 Survey fees Damage fee Expenses
 £ 8-0-0 Nil £ 1-10-0
 S.A. fee Nil

DOCKING
 Propeller Good Sea connections - Oil gland -
 Fastenings Good Wear down of stern bush 4.3 mm
 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 fastenings
 Safety valves { Sat
 adjusted to { 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?

I recommend that the machinery of this ship remain as classed ~~XXX~~ without fresh record of

Survey, without special condition regarding propeller.

(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

FRIDAY -7 JUN 1963

Minute

U. G. Fedderwitz
 Surveyor to Lloyd's Register of Shipping
 (K.H. Fedderwitz)

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circumstances and action taken or recommended be omitted from forward.

(MADE AND PRINTED IN ENGLAND) 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.

Referring to New Orleans Certificate, dated 15-2-63 with subject to propeller to be specially examined next dry docking.

Found two propeller blades slightly bent at tip. Now faired in place and dressed. It is recommended that the above item may now be withdrawn.

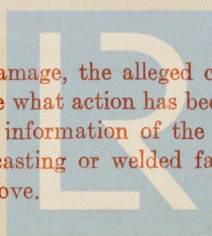
Note:-

Wing tank No. 4 (p+s) now altered for carriage of grain. For this purpose steam smothering lines have been fitted, and ballast line blinded off.

(See attached drawing)

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.

/RLT



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