

Rpt. 8

REPORT OF SHIP SURVEYS AND REPAIRS

D/5725

Received London

29 OCT. 1962

Ship's Name ~~SS~~ MS DEBORAH (Ex OCEAN JENNY) Gross tons 11.963

Is there a rpt. 9? Yes Port Marseilles Rpt. No. I3476

No. of visits 98 First date 13th Feb. 1962 Last date 13th Oct. 1962

Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? Yes Last rpt. (H.Q. only) 11180 - Hamb.

Date of completing rpt. Surveyed at, if different from Port above

Surveyed afloat and/or in D.D. Both Last date of examination in D.D. 25th Sept. 1962

Has a Load Line Survey been held? Yes Freeboard Marks verified Yes

State which additional Rpt. 8 is attached: (Cont); (PS); (DR); (EQ); (Rig) (Cont); (PS); (DR); (EQ) 2 sheets

Survey fees Completion SS NF 700 Damage fee NF 600 Expenses NF 590

Conversion NF 16.100

S.A. fee

I have surveyed the above ship in accordance with the Rules for

Docking Survey
Completion of Special Survey
Conversion to a Bulk Carrier
Damage Survey

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated.

Docking Survey : Vessel examined in drydock and all found or placed in good condition.Completion of Special Survey : For further particulars see Hamburg report dated 20th Dec. 1961.

Now done : Remaining Rule requirements for survey as a dry cargo ship carried out and all found or placed in good condition.
Drilling survey carried out in accordance with London letter dated the 9th February 1962. See Report DR attached.

I recommend that this ship ~~remain as classed with~~ without fresh record of drydocking be re-classed + 100AI with the notation longitudinal Framing and Bottom and at Deck and have fresh records of DS and SS 9.62 (now) without condition of class.

(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 27 DEC 1962

Minute

Amend class to +100AI

DS 9.62, without spec. adm. (H)

SS (DR) 10.62

CSM 10.62

Subject (H) Contr. Tanker 62

TS 4.62

ABS 10.62 SPE 10.62

ALSO FOR

SPL FOR

TRO

SRL

POSTING

382

HEADER

CERT

27.12.62 D

N.A. Dawson

Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation

SRL items list N° I9I (Chain cable, shell & rudder plates)

Now done : 30 fathoms of new chain cable supplied and fitted. See Report EQ attached.
Shell plates AI4-I5 BI4-I5 Port side, cropped and renewed as necessary.
Rudder side plates Port & Starbd renewed
Rudder nose plate part renewed in way of deep pitting.
Rudder bottom plate renewed complete on account of deep pitting.
Keel plates N°s 11, 12, 13, 14 & 15 renewed.
Shell plates AI2-I3 & BI3 Port side renewed.
Shell plates AI3 & BI3 starbd side renewed.
Shell plates C3-4 Port side cropped in way of damage and part renewed.

All repairs tested on completion and found good.

Recommended that the conditions of class in respect of these items be now deleted.

Conversion to a Bulk Carrier

Vessel converted to a bulk carrier in accordance with Society's letters and approved drawings as under :

<u>Drawing N°</u>	<u>Title</u>
✓ 5I57c	Midships Section
✓ 5I58d	General Arrangement
✓ 5I60a	Shell Expansion
✓ 5I61b	Pumping and Piping in DB tanks
✓ 5I66	Watertight bulkheads
✓ 5I67a	Hatch layout
✓ 5I73	DB structure
✓ 5I74	Upper ballast tanks
✓ 5I78	Heating coils in DB tanks
✓ 5I80	Longitudinal Structure
✓ 5I81a	Deck plan showing openings
✓ 5I82	General arrangement of deck machinery
✓ 5I83	Hold ventilators
✓ 5I84	Ballast pumping arrangements in pump
✓ 5I85	Hold access details /room
✓ 5I89	Modification to chain locker
✓ 5I90	DB structure forward
✓ 5I9I	Openings in continuous DB in pump room
✓ 5200	Proposed liason aft ship to upper ballast tanks
✓ 5I93	Bilge pumping arrangements in pump room

(See RPT 8 Cont.)

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. The reason for repairs must be stated and repairs on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs and, besides being detailed above, should be noted in the following summary. State what action has been taken regarding items which are subjects of class or in SRL Appendix, whether outstanding or new. Any alterations in existing particulars in the Register Book should also be reported above.

SUMMARY OF DAMAGE REPAIRS	SHELL PLATES	FRAMES	DECK PLATES	BEAMS	OTHER ITEMS
Renewed	7				
Removed and faired or replaced					
Faired or repaired in place					

Rpt.

(cont.)

Ship's Name ~~SS~~/MS DEBORAH Ex OCEAN JENNY

Port Marseilles Rpt. No. I3476

<u>Drawing N°</u>	<u>Title</u>
✓ 5I98	Upper ballast unloading valves
✓ 5204	Frame Nos I85 - I89 - I93 structure
✓ 5207	Scarphing lower aft.
✓ 5210	Pump room sea valve openings in ships side
✓ 5I95	Trimming and access hatches in center castle
✓ 5I97	Details of access companionway to pump room
✓ 5223	Modification to load line fittings aft.
✓ 5242	Access to crew accomodation aft.
✓ 5244	Pump room ventilators
✓ 5206b	Ballast tank air pipes

which are returned attached ammended as necessary.

All new steel used in the conversion of the vessel has been manufactured in accordance with the Society's Rules, and the relevant Mill Sheets are forwarded with this report (I8 sheets).

Damage : See damage report N° C.4677 attached.
Attended on board at Lloyd's Agents' request on account various damages stated to have occurred as under :

- I° Grounding damage I5th June I960 stated due to grounding on the bar at the entrance to Rio de Janeiro harbour.
- 2° Shell damage, date and cause unknown.
- 3° Starbd side bilge keel, date and cause unknown.
- 4° Rudder damage, heavy weather, date unknown.

Damage N° I : Found : Port side shell plates AI4 & I5, BI4 & I5 set in 3", 7 longitudinals in way and transverse bulkhead between N°s 2 & 3 center cargo tanks slightly buckled.

Keel plate N° I5 set up 2" on Port side

Now done : Starbd side shell plate AI7 set in 3"

Now done : Port side shell plates AI4 & I5, BI4 & I5 renewed, structure in way faired in place.
Keel plate N° I5 renewed, Starbd side shell plate A I7 cropped and part renewed between frames I74 I/2 to I8I I/2.

Repairs tested on completion and found good. See also SRL item on Rpt 8.

Damage N° 2 : Found : Port side shell plates C3 & 4 fractured at tank top level between frames 29 I/2 to 33 I/2.
Now done : Port side shell plates C3 & 4 cropped and part renewed between frames 29 I/2 to 33 I/2.

Repairs tested on completion and found good. See also SRL item on Rpt 8.

Damage N° 3 : Found : Starbd side bilge keel, after 45 ft missing.

Now done : 45 ft Starbd side bilge keel renewed.

Repairs examined on completion and found good.

(cont.)

Ship's Name ~~SS~~/MS DEBORAH Ex OCEAN. JENNY

Port Marseilles

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Damage N° 4 :

Found : Rudder closing plate (Port side) 90 % of
plug welds fractured and heavily corroded.
Vertical butt welds fractured in places
and plating generally pitted and wasted.

Now done : Closing plate renewed.

Repairs tested on completion and found good.
See also SRL item on Rpt 8.

Not Done



pt. 8 (P.S.) DRY CARGO SHIP

Ship's Name ~~SS~~/MS DEBORAH (Ex. Ocean Jenny)

S.S. () Due 9.60

Port Marseilles

Rpt. No. I3476

<u>Examined & condition</u>			<u>Examined & condition</u>	
In dry dock from	22/3/62	2I/9/62	* Air & sounding pipes	Good
" " " to	I9/5/62	25/9/62	Doublers under " "	Good
Shell plating	Good		Steering arrangements (main)	Good
Sternframe	Good		" " (aux)	Good
Rudder	Good		Windlass	Good
Was rudder lifted?	Yes		Masts & rigging	Good
Plating, etc. in way of shell openings	Good		Hand pumps & suctions	Good
Side scuttles & deadlights	Good		W.T. doors	-
Overbd. scuppers & discharges	Good		Bulwarks, freeing ports, etc.	Good
F.P. spaces	Good		Summer freeboard as verified	I4' - 0 3/4"
Chain locker	Good			
A.P. spaces	Good			
Engine space	-			
Boiler space	-			
Under E. & B.	-			
Coal bunker	-			
Tunnel & well	Good			
Cement, asphalt, etc., on btm. shell	-			
Weather decks	Good			
* Casings	Good			
* Deckhouses	Good			
* Superstructures	Good			
* Skylights	Good			
* Companionways	Good			
* Hatchways	Good			
* Ventilators	Good			

EQUIPMENT:

Equipment letter h +

Fee ltr., if diff. from eqpt. ltr.

Anchors: No. on board 3 Good

State if ranged Yes

Length on board 346.4 fathoms

Cables { Mean dias. range from 2 5/8" to 2 11/16"

Rule length 330 fms Dia. 2 3/4" ✓

Mooring ropes Sufficient

Other items:

All items to be credited to Special Survey.

* These items to include their closing appliances

Where a part Special Survey and, say, Dry Docking Survey are held at the same time, the items for SS should be marked "For SS"

HOLDS & 'TWEEN DECKS:		Examined & condition	TANKS:	Examined & condition	Tested & condition
No. 1	Hold	Good	F.P. tank	Good	Good
"	'Tween decks	-	A.P. tank	Good	Good
			D.B. tanks & c/dams		
			N ^o s 1-2-3 & 4 P&S		
			(All) Ballast		
No. 2	Hold	Good	Tanks	Good	Good
			Cofferdams	Good	Good
	'Tween decks	-	Pump room	Good	-
			FW INER AFT	-	Good
			LO INER P&S	-	Good
			OF INER P&S	-	Good
No. 3	- Hold	Good	O.F. bunkers		
	'Tween decks	-	P&S Cross	-	Good
			P&S Cross	-	Good
			Lateral	-	Good
			Settling tanks		
No. 4	Hold	Good			
	'Tween decks	-			
			Deep tanks		
No. 5	Hold	Good			
	'Tween decks	-	Side tanks		
No. 6	Hold		Wing tanks		
	'Tween decks				
			Other tanks:		
			Upper Ballast		
			N ^o s 1-2-3 & 4		
			P&S		
			(All)	Good	Good
	Cargo battens	None			
	Ceiling, etc.	None			



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Lloyd's Register
Foundation

Wh

Superintendent

MASSACHUSETTS

Description of Anchor

Weight Required by Rule

Test per Certificate

Weight of Stock

Weight Ex Stock

Anchors

Number of

8 (EQ.) Ship's Name **SS**IMB DEBORAH (Ex. Ocean Jenny)

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Equipment Letter h +

When anchors or cables are supplied or retested, the following particulars are required:

CHAIN CABLES

If Stockless, state Mechanical Test

[illegible]

Have test certificates of new or retested equipment (if now supplied) been checked and endorsed?

Note:—Where anchors or chain cables are lost or condemned and renewed or supplied the corresponding test certificates should be cancelled by the Surveyors.

Yes

Surveyor to Lloyd's Register of Shipping

N. A. Dawson

Ship's Name ~~MS~~/MS DEBORAH

Date of gauging April 1962

Port Marseilles

Rpt. No. I3476

Thicknesses of each strake of shell and strength deck plating (port and starboard) as ascertained by drilling or other proved method at two positions within the half length amidships for comparison with original thicknesses.

Thicknesses to be in decimals of an inch or millimetres and gaugings to be taken in accordance with Rules.

If plating is not fitted in longitudinal strakes the arrangement should be shown on a sketch and position of gaugings indicated.

SHELL PLATING—exact frame stations of gaugings to be stated

STRAKE		FORWARD—FRAME Nos. 181						AFT—FRAME Nos. 92				REMARKS
Position	Letter	Original Thick-ness	Thickness by gauging		Diminution if any		Original Thick-ness	Thickness by gauging		Diminution if any		
			Port	Stbd	Port	Stbd		Port	Stbd	Port	Stbd	
idge sheerstrake												
idge strake below												
eerstrake		25.0	25.0	25.0	-	-	18.5	18.5	18.5	-	-	The deck and
t strake below	J	13.5	13.5	13.5	-	-	17.5	16.5	17.0	1.0	0.5	Shear strake
id " "	H	18.0	18.0	18.0	-	-	17.5	17.5	17.5	-	-	have now been
d " "	G	18.0	18.0	18.0	-	-	17.5	17.5	17.5	-	-	lifted and an
th " "	F	13.5	13.0	13.5	0.5	-	17.5	17.5	17.5	-	-	addition al
th " "	E	13.5	13.5	13.5	-	-	19.0	19.0	19.0	-	-	Ist below
th " "	D	13.5	13.5	13.5	-	-	19.5	19.0	19.0	0.5	0.5	shear fitted.
th " "	C	19.5	19.5	19.5	-	-	19.5	19.5	19.0	-	0.5	Thickness 17.5
th " "	B	20.0	20.0	20.0	-	-	19.5	19.0	19.5	0.5	-	
th " "	A	20.0	20.0	20.0	-	-	19.5	19.0	19.5	0.5	-	
0th " "	K	27.0	27.0	27.0	-	-	27.0	NEW PLATE				
1th " "												
12th " "												

STRENGTH DECK—exact frame stations of gaugings to be stated

Stringer Plate	25.5	21	23	4.5	2.5	24.0	25.5	24	24	1.5	1.5			For further
1st strake inboard	33.5	31	23	2.5	0.5	33.5	32	32	1.5	1.5				particulars
2nd " "	18.0	17	18	1.0	-	18.0	18	17	-	1.0				see Drg N°
3rd " "	18.0	18	18	-	-	18.0	18	17.5	-	1.0				5181 submit-
4th " "	33.5 18	33	18	0.5	-	18.0	17	18.0	1	-				ted 14th
5th " "	22	22		-		18.0	18		-					March 1962.
6th " "						235.5 50.0								
						291	235.5							