

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

E NO 1706

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

Survey fees	Damage fee	Expenses
Completion SS NF 700	NF 600	NF 590
Conversion NF 16.100		

*OK*

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.

010 300 - 010 308 - 0025 1/4

I recommend that this ship ~~remain as classed with~~ without fresh record of drydocking be re-classed + IOOAI 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.

(DR) 10.62.

*D. Dawson*

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

*N.A. Dawson*  
 N.A. Dawson  
 Surveyor to Lloyd's Register of Shipping

Date of Committee THURSDAY 27 DEC 1962

Minute Amend class to +100AI  
 DS 9.62, without special condition  
 SS (DR) 10.62 Subject by Conv. Tanker 62  
 JS 4.62 ABS 10.62 SPS 10.62

ALSO FOR
SPL FOR
TRO
SRL <input checked="" type="checkbox"/>
POSTING
382
HEADER
CERT
27-12-62 D

Lloyd's Register Foundation

*Wrote copy of report*  
*Notes in file*

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 :

Table with 2 columns: Drawing N° and Title. Lists various ship components like Midships Section, General Arrangement, Shell Expansion, Pumping and Piping in DB tanks, Watertight bulkheads, Hatch layout, DB structure, Upper ballast tanks, Heating coils in DB tanks, Longitudinal Structure, Deck plan showing openings, General arrangement of deck machinery, Hold ventilators, Ballast pumping arrangements in pump room, Hold access details, Modification to chain locker, DB structure forward, Openings in continuous DB in pump room, Proposed liason aft ship to upper ballast tanks, Bilge pumping arrangements in pump room.

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 table with columns: SUMMARY OF DAMAGE REPAIRS, SHELL PLATES, FRAMES, DECK PLATES, BEAMS, OTHER ITEMS. Row 1: Renewed, 7. Row 2: Removed and faired or replaced. Row 3: Faired or repaired in place.

Rpt. (cont.)

Ship's Name SS/MS DEBORAH Ex OCEAN JENNY

Port Marseilles Rpt. No. I3476

Table with 2 columns: Drawing N° and Title. Lists items like Upper ballast unloading valves, Frame Nos I85 - I89 - I93 structure, Scarphing lower aft, Pump room sea valve openings in ships side, Trimming and access hatches in center castle, Details of access companionway to pump room, Modification to load line fittings aft, Access to crew accomodation aft, Pump room ventilators, 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 occured 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 Rpt. No. I3476

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*



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

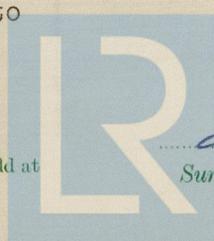
Ship's Name SS/MS DEBORAH (Ex. Ocean Jenny) S.S. ( ) Due 9.60  
 Port Marseilles Rpt. No. I3476

<u>Examined &amp; condition</u>		<u>Examined &amp; 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 & suction	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	-			
			<u>EQUIPMENT:</u>	
Under E. & B.	-		Equipment letter	h +
Coal bunker	-		Fee ltr., if diff. from eqpt. ltr.	
Tunnel & well	Good		Anchors: No. on board	3 Good
Cement, asphalt, etc., on btm. shell	-		State if ranged	Yes
Weather decks	Good		Length on board	346.4 fathoms
* Casings	Good		Mean dias. range from	2 5/8" to 2 11/16"
* Deckhouses	Good		Rule length	330 fms Dia. 2 3/4" ✓
* Superstructures	Good		Mooring ropes	Sufficient
* Skylights	Good			
* Companionways	Good			
* Hatchways	Good			
* Ventilators	Good			

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"

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 N.A. Dawson  
 Surveyor to Lloyd's Register of Shipping  
 Foundation

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 <sup>o</sup> s 1-2-3 & 4 P&S		
			(All) Ballast Tanks	Good	Good
No. 2	Hold	Good	Cofferdams	Good	Good
	'Tween decks	-	Pump room	Good	-
			PW 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:		
	Cargo battens	None	Upper Ballast		
	Ceiling, etc.	None	N <sup>o</sup> s 1-2-3 & 4 P&S		
			(All)	Good	Good



Wh  
Superintendant  
Description of Anchor  
Weight of Stock  
Test per Certificate  
Weight of Stock  
Anchors  
Number of

5m. 1.62 (MADE AND PRINTED IN ENGLAND)

Number of Certificate	Anchors			Weight of Stock			Test per Certificate			Weight Required by Rule			Description of Anchor	If Patent, state name of Patentee	Superintendent
	Cwts. or Kilogs	qrs.	lbs.	Cwts. or Kilogs	qrs.	lbs.	Tons	Cwts. or Kilogs	qrs.	lbs.	Cwts. or Kilogs	qrs.			
	Collective Weight Stream														
Number of Certificate	Length and size supplied		Test per Certificate		Weight of Chain Cable				Length and size per rule		Description	Makers of Cable	Where and when tested and Superintendent		
	Length <del>Fathoms</del> X Metres	Diam. <del>Inches</del> X M/ms	Statutory <del>Tons</del> X Kilogs	Breaking <del>Tons</del> X Kilogs	Supplied <del>Cwts. or Kilogs</del> Cwts. or Kilogs		Rule <del>Cwts. or Kilogs</del> Cwts. or Kilogs		Length <del>Fathoms</del> or Metres	Diam. <del>Inches</del> or M/ms					
2331	30	68	126.400	176.800	3.200 <i>(63 aults)</i>				30	68	STUD LINK	A. VEILLE & CO	LE HAVRE 26th June 1962 J.S. Cook Surveyor to L.R.		
CABLE IDENTIFICATION MARKS : A V 6.62 - 126400 K - LR - HAV															
2331 I 176.800 K - J.C.															
NOTE : This cable has been fitted in order to increase the total equipment weight to the Rule requirement, Occasioned by the change in the equipment numeral from g † to h †.															

*If Stockless, state Mechanical Test*

When anchors or cables are supplied or retested, the following particulars are required:  
**ANCHORS**  
**CHAIN CABLES**

8 (EQ.)  
 Ship's Name **SS/MS** DEBORAH (Ex Ocean Jenny)  
 Port Marseilles Rpt. No. 13476

Fee Letter if diff. from Equipment Letter

Equipment Letter h +

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

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

*N.A. Dawson*  
 Surveyor to Lloyd's Register of Shipping  
 N.A. Dawson



0025 5/7

5m, 1.62 (MADE AND PRINTED IN ENGLAND)

Number of Certificate	Anchors			Weight of Stock			Test per Certificate			Weight Required by Rule			Description of Anchor
	Cwts. or Kilogs	qrs.	lbs.	Cwts. or Kilogs	qrs.	lbs.	Tons	Cwts. or Kilogs	qrs.	lbs.	Cwts. or Kilogs	qrs.	
	Collective Weight												
	Stream												
Number of Certificate	Length and size supplied		LBS Test per Certificate		Weight of Chain Cable			Length and size per rule		Description	Makers of Cable	Where and when tested and Superintendent	
	Length	Diam.	Statutory	Breaking	Supplied			Rule					
Fathoms	Ins.	Tons	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Fathoms	Ins.		
8746	30	2 $\frac{11}{16}$	402890	564040	II6	-	4	I09	-	-	30	2 $\frac{11}{16}$	
<p>Also two detachable links I6 <math>\frac{1}{8}</math>" long x 9 <math>\frac{11}{16}</math>" breadth</p> <p>CABLE IDENTIFICATION MARKS : BC 8746 3-8-6I D.J.A.</p> <p>402890 LB 564040</p> <p>NOTE : This cable has been fitted in accordance with the requirements of the condition of class as shown in the Special reasons list</p> <p>N° I9I under "Ocean Jenny".</p>													

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

**ANCHORS**

Fee Letter if diff. from Equipment Letter

**CHAIN CABLES**

Equipment Letter h +

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

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

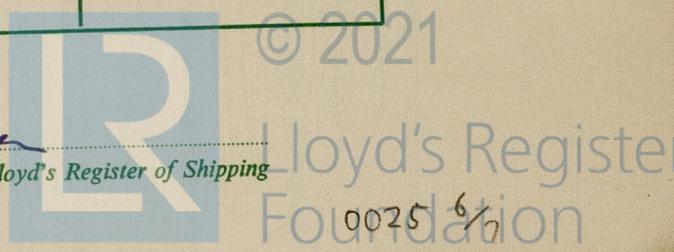
*N.A. Dawson*

Surveyor to Lloyd's Register of Shipping

N.A. Dawson

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

Port Marseilles Rpt. No. I3476



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
		Original Thickness	Thickness by gauging		Diminution if any		Original Thickness	Thickness by gauging		Diminution if any		
Position	Letter		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
d " "	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	-	-	additional
th " "	E	13.5	13.5	13.5	-	-	19.0	19.0	19.0	-	-	1st 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 " "												
2th " "												

**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 " "						291	235.5 50.0 185.5				adventine 2% (as timber)	

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 N.A. Dawson  
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