

9B

REPORT OF MACHINERY SURVEYS AND REPAIRS

Received London
29 OCT. 1962

Ship's Name SS/MS "DEBORAH" ex "OCEAN JENNY" Gross tons 11963
there a rpt. 8? Yes Port MARSEILLE Rpt. No. C. I3462
No. of visits First date Last date
Interim Cert. issued Damage rpt. issued Last rpt. (H.Q. only)
copy herewith?
Date of completing rpt. Surveyed at, if different from Port above
Is a rpt. 9A attached? MN Nature of survey
Survey fees Damage fee 600 Expenses
S.A. fee

DOCKING

Propeller Good Sea connections Good Oil gland —
Fastenings Good Wear down of stern bush 1.5 mm.
Has screw/tube aft been drawn? Yes Date of examn. II/4/62
Has shaft been changed? No Has shaft now fitted been previously used? —
Has shaft now examined/fitted a continuous liner? Yes Approved oil gland? No

OILERS 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

Port Oil Fired Good 12/9/62
Starb. Oil Fired Good 12/9/62
Air heaters Both good

Superheaters —Safety valves All GoodMountings, doors and fastenings All GoodSafety valves { Sat P & S 171 P.S.I.
adjusted to { SptBoiler securing arrangements All goodMain economisers — Exhaust gas heated economisers GoodSteam heated steam generators — Steam generator safety valves adjusted to —Forced circulating pumps — Funnel GoodHave 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

(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
Surveyor to Lloyd's Register of Shipping

Date of Committee THURSDAY 27 DEC 1962

Minute

See rept 9A

ALSO FOR

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EXAMINATION AND TESTING OF STEAM PIPES (state material)

MAIN
AUXILIARY Deck steam pipes, copper, good.
(over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested?

Were selected copper pipes annealed? Yes

ELECTRICAL EQUIPMENT

PROPULSION (State Port—P, or Starboard—S)		AUXILIARY
Total kW or kVA		Total kW or kVA
3 a Generators		l Generators & governors
3 b Exciters		
c Air coolers		m Motors
d Motors		
37 e Air coolers		n Switchboards & fittings
f Control gear cables, etc.		o Circuit breakers
39 g Insulation resistance		p Cables
41 h Insulating oil test		q Insulation resistance
43 i Overspeed governors		r Steering gear generators & motors
45 j Magnetic couplings		s Navigation light indicators
46 k Air gap		

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

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48
51
A

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C

S.
S.

The

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be should be detailed separately from wear and tear repairs. State what action has been taken regarding items 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 existing particulars in the Register Book should be reported above.

9A (cont.)

Ship's Name SS/MS "DEBORAH" ex "OCEAN JENNY"

Port MARSEILLE

Rpt. No. C. 13.462

S.R.L. item. Re sea connections, see Hamburg Certificate dated 22nd December 1961. Now done. All sea connections examined and found good.

S.R.L. item. Re Main Engine Nos. 2 & 3 cylinder blocks (Metalock) repairs, see Hamburg Certificate dated 22nd December 1961. Now done. Metalock repairs examined and remain efficient but as the total running hours since last examination during December 1961 at Hamburg amounts to the voyage from Hamburg to this Port, it is considered that the repairs should again be examined by I2.63.

Alterations to Pumping Arrangements.

This vessel has now been converted from an oil tanker to a bulk carrier, the pumps dealing with ballast water and cargo space bilge pumping being situated in a pump room amidship as under :-

Port side ballast pump (this pump can also be used for bilge purposes) I2" suction horizontal duplex compound steam type. Manufacturers name and pump number unknown.

Starboard side ballast pump, 10" suction turbine driven centrifugal pump manufactured by the Dean Hall Pump U.S.A. Co, Pump number II4970.

Port side bilge pump - vertical duplex steam type. Manufacturers name and pump number unknown.

Starboard side bilge pump - vertical duplex steam type. Manufacturers name and pump number unknown.

The above four pumps were originally in use on the ship as cargo and stripping pumps and in view of this it is considered that they could be approved as suitable for their present purpose.

For further particulars of the pumping and piping systems now fitted see drawings :-

Number	Title
5I6I b	Pumping and piping in D.B. tanks.
5I84	Ballast pumping arrangements in pump room.
5I93	Bilge pumping arrangements in pump room.

which are returned attached.

Also situated in the pump room is the emergency diesel driven fire pump, which consists of a Petter AVA 2 diesel engine No. 32I220I driving a Blackmer rotary pump type I203 No. H593925. The fire extinguishing arrangements in way of the pump consist of I - 2.5 gallon foam extinguisher mounted on the bulkhead adjacent to the pump.

Not Done



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