

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. I34<sup>76</sup>**

No. of visits **1** First date **12/9/62** Last date **12/9/62**

Interim Cert. issued **Yes** Damage rpt. issued **Yes** Last rpt. (H.Q. only) **Yes**

copy herewith? **Yes** & copy herewith? **Yes**

Date of completing rpt. **12/9/62** Surveyed at, if different from Port above **MARSEILLE**

Is a rpt. 9A attached? **Yes** MN **MN** Nature of survey **General**

Survey fees **---** Damage fee **---** 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 shaft been drawn? **Yes** Date of examn. **11/4/62**

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**

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

Port Oil Fired **Good** 12/9/62

Starb. Oil Fired **Good** 12/9/62

Air heaters **Both good**

Superheaters **---**

Safety valves **All Good**

Mountings, doors and fastenings **All Good**

Safety valves adjusted to **Sat P & S 171 P.S.I.**

**Spt**

Boiler securing arrangements **All good**

Main economisers **---** Exhaust gas heated economisers **Good**

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

(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 **See rept 9A**

ALSO FOR

SPL FOR

TRO *[Signature]*

SRL *[Signature]*

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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
a Generators		l Generators & governors
b Exciters		
c Air coolers		m Motors
d Motors		n Switchboards & fittings
e Air coolers		o Circuit breakers
37 f Control gear cables, etc.		p Cables
39 g Insulation resistance		q Insulation resistance
41 h Insulating oil test		r Steering gear generators & motors
43 i Overspeed governors		s Navigation light indicators
45 j Magnetic couplings		
46 k Air gap		

## PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

51  
APA  
CS.  
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. 13.46<sup>76</sup>

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) 12" suction horizontal duplex compound steam type. Manufacturers name and pump number unknown.

Starbd 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.

Starbd 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.

*W. J. Dawson*



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