

Ship's Name **SSMS T. "SABRINA"**, 17902 Gross tons of Monrovia
LR 531051

Is there a rpt. 8? No Port **Suez** Rpt. No. 4009

No. of visits 5 First date 8.12.1964 Last date 12.12.1964

Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? Yes Last rpt. (H.Q. only) **NAP 4844**

Date of completing rpt. 26.12.1964 Surveyed at, if different from Port above -

Is a rpt. 9A attached? No MN - Nature of survey **Mach. damage and Repairs.**

Survey fees £ 45,000 Damage fee See Rept. 10 Expenses £ 7.500
Stamp duty £ 0.200

S.A. fee 14.000

DOCKING

Propeller Sea connections Oil gland

Fastenings Wear down of stern bush

Has screw/tube shaft been drawn? 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

Exhaust gas heated economisers

Steam generator safety valves adjusted to

Funnel

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?

I recommend that the machinery of this ship remain as classed with/without fresh record of survey, subject to the relief valve on the discharge line of the forward auxiliary circulating pump being refitted before the end of January 1965, also subject to any outstanding condition of class being dealt with as previously recommended.

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

Surveyor to Lloyd's Register of Shipping

Date of Committee

TUESDAY 19 JAN 1965

Minute

as now, subject

Write out (NAP) check

011536-011543-0208 1/2

ALSO FOR

SPL FOR

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

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Damage(1) to both auxiliary circulating pumps discharge lines stated sustained due to excessive vibration and to the ship encountering heavy weather between the 26th November, 1964 and the 1st December, 1964 whilst on a voyage from New Orleans to Karachi in loaded condition.

FOUND:-

Aft aux. circulating pump discharge line.

- Cast iron discharge valve found fractured at neck of flange.

Forward aux. circulating pump discharge line.

- Cast iron discharge valve found cracked at neck of flange.
- Cast iron elbow piece adjoining the discharge valve found cracked adjacent to flange.
- Relief valve on discharge line fractured at neck of flange.

NOW DONE

- Both pumps' discharge valves were now replaced by similar ones disconnected from the cargo line on deck.
- The damaged elbow piece was now replaced by a steel fabricated one.
- The damaged relief valve was now removed and its connection was blanked off.

The Chief Engineer stated that the relief valve will be supplied and fitted before the end of January, 1965.

It was recommended that the relief valve on the discharge line of the forward aux. circulating pump be refitted before the end of Jan. 1965.

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.

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Port

S U E Z

Rpt. No.

4009

Damage (2) to the electric motors driving the forward and aft circulating pumps of the auxiliary condenser stated sustained whilst water, splashed from the fractured discharge lines of the auxiliary circulating pumps, reached the electric motors' windings on the 6th and 7th December, 1964.

FOUND:-

- Both stators' windings found burnt.

NOW DONE:-

The stators of both motors were now rewound using 72 coils of 1.3 m.m. diam. wire supplied from the ship's store, together with 144 coils of 0.8 m.m. diam. wire and 72 coils of 1.3. m.m. wire supplied by the repairing workshop.

Upon completion of repairs the motors were tried out on load and found in order.

*G. Gerty*SURVEYOR.

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