

Rpt. 9B

REPORT OF MACHINERY SURVEYS AND REPAIRS

Received London

26 AUG 1963

Ship's Name ~~SS~~/MS "TENNA DAN" Gross tons 5115
Is there a rpt. 8? Yes Port KOBE Rpt. No. 11766
No. of visits 1 First date and Last date 13th July, 1963
Interim Cert. issued Yes, Damage rpt. issued
& copy herewith? B1-90342 & copy herewith? No Last rpt. (H.Q. only)
Date of completing rpt. 15th July, 1963 Surveyed at, if different from Port above Osaka
Is a rpt. 9A attached? No MN Nature of survey Docking & TS(CL)
Survey fees TS £10-10-0 Damage fee / Expenses £1-0-0

S.A. fee /

DOCKING

Propeller Good Sea connections Not Exd. Oil gland None
Fastenings Good Wear down of stern bush 3.06 mm
Has screw/tube shaft been drawn? Yes Date of examn. 13-7-63
Has shaft been changed? No Has shaft now fitted been previously used?
Has shaft now examined/checked 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

Air heaters
Superheaters
Safety valves
Mountings, doors and fastenings
Safety valves { Sat
adjusted to { Spt
Boiler securing arrangements
Main economisers Exhaust gas heated economisers
Steam heated steam generators Steam generator safety valves adjusted to
Forced circulating pumps 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
TS (CL) 7,63 now.

(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 FRIDAY - 4 OCT 1963

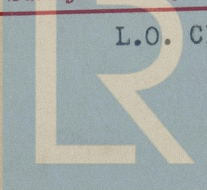
L.O. Christensen

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Minute

TS. C.2. 7-63

Rehinter
Surveyor to Lloyd's Register of Shipping



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011646-011656-0054

ALSO FOR

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CERT

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

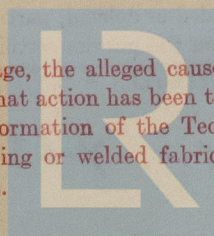
PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Please Note:

The vessel drydocked at this time in order to change Ownership to Messrs. Everett Orient Line and class to American Bureau of Shipping.

Name changed to "NOREVERETT" Registered Monrovia.

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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