

Ship's Name SS/MS "GEORGE L PARKHURST"

Gross tons 39,965 Port of Registry Monrovia Port Kobe

Date of build Is there a rpt. 8? Rpt. No. 13543

No. of visits First date Last date
Interim Cert. issued & copy herewith? Damage rpt. issued & copy herewith? Last rpt. (H.Q. only)

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

Is a rpt. 9A attached? Yes. MN Nature of survey Commencement of ES, TS, C.L.

Survey fees Part ES £ 39-6-0 Damage fee - Expenses £ 4-10-0
TS 10-10-0
Exam. of M. Bailer 30-12-0
Repairs 15-0-0
S.A. fee £ 12-0-0

DOCKING

Propeller Good Sea connections Good Oil gland None
Wear down of stern bush Before 4.3 mm
Fastenings Good (if relined, state clearance before and after) After 1.9 mm
Has screw/tube shaft been drawn? Yes. Date of examn. 21-10-64
Has shaft been changed? Yes. Has shaft now fitted been previously used? No.
Has shaft now examined/fitted a continuous liner? Yes. 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 Port & Starboard 21-10-64

Air heaters Good
Superheaters Good
Safety valves Good (P. boiler superheater safety valve, not examined.)
Mountings, doors and fastenings Main stop, bottom blow, desuperheater stop valves, only examined, Good.
Safety valves adjusted to { Sat 705 Lbs.
Spt 620 Lbs.
Boiler securing arrangements
Main economisers Good Exhaust gas heated economisers and their safety valves -
Steam heated steam generators None Steam generator safety valves adjusted to -
Forced circulating pumps None 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? No.

I recommend that the machinery of this ship remain as classed with/without fresh record of

See Rpt. 9A

(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

Minute

THURSDAY 28 JAN 1965

See Rpt 9A



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Surveyor to Lloyd's Register of Shipping
P. S. Manson & J. Nonomura

JN:sk

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

011671-011677-0069 1/2

At least one or complete Special Surveys those items which are not applicable to ship are to be cancelled; this need not be done when the machinery is of continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

Considered that re-examination or repairs should be made before that date a distinguishing number should be inserted against the item and circumstances and action taken or recommended described fully under "defects and repairs".

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where repairs have been effected or it is

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.

Wear and Tear Repairs:

Tail shaft examined, the continuous liner was found badly eroded and shaft removed ashore for renewal of liner.

New spare tail shaft examined and magnaflux tests carried out in way of cone and found satisfactory.

Contact of tail shaft cone and propeller boss found good and subsequently tail shaft and propeller fitted in place in good order.

Lignumvitae bush lining completely renewed at this time.

The keyway was found to comply with C.1002 of the Rules, it is therefore submitted that subsequent surveys may be held at your yearly intervals.

Identification marks of new tail shaft: LLOYD'S Dtm GN 109 GN 14-8-59.

At Owners request both boilers were examined internally and externally at this time including safety valves except port superheater safety valve.

Mountings:

The main stop, bottom blow down, and desuperheater stop valves only opened up and examined at this time and found good.

Repairs:

Starboard boiler 9 superheater tubes burnt, now renewed.

Port boiler 21 superheater tubes burnt, now renewed.

On completion of repairs the boilers were tested by hydraulic pressure to 800 Lb/in² and found sound and tight.

The Owners do not intend to complete the survey for fresh record of MBS. Arrangements will be made for a complete survey at the due date 10,65.

The working shaft now removed ashore for renewal of liner was subsequently magnaflux tested on the 30th October, 1964 and found to be cracked at the base of cone forward of keyway. The crack was subsequently removed by machining and found to be 2.5mm in depth. On completion of machining the shaft was magnaflux tested on the 19th November and found good. It is submitted that this item be now recorded in the S.R.I. Appendix. Spare tailshaft if used to be examined at base of cone after twelve months service.

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The stamp marks on this shaft had been obliterated through corrosion on flange surface. The shaft has now been stamp Ex. "GEORGE L PARKHURST" magna-flux tested 19th November 1964 Kobe, with Surveyors initial JN.

