

- 9 JAN 1963

Ship's Name	SS/ MS	"THE PRESIDENT"	Gross tons	926
Is there a rpt. 8?	Yes	Port	GREENOCK	Rpt. No. 27200
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	Docking for Damage
Survey fees		Damage fee	Expenses	
			S.A. fee	

Propeller	Good	DOCKING Inlet Sea connections	Good	Oil gland
Fastenings	Good			Wear down of stern bush
Has screw/tube shaft been drawn?				Date of examn. Not due
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

Generally examined only
Good

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

(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 GLASGOW E-8 JAN 1963

Minute See Rpt 9A.

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

W. Lihner Lee
Surveyor to Lloyd's Register of Shipping



Lloyd's Register
Foundation

003321-003327-0220

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.

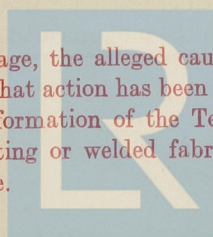
Ship placed on slipway on account of DAMAGE stated to have been caused by the ship grounding at Drogheda, Ireland on the 23rd November, 1962.

The following parts were examined:- Propeller, inlet sea connections and outside fastenings, outside end of stern tube, main thrust shaft & bearings, main condenser, main engine holding down bolts, M.E. attached S.W. circ. pump, windlass, Boiler cleaned internally & generally examined as it was stated that salt water feed was used whilst ship was grounded.

Upon examination found:- M.E. attached S.W. circ. pump bucket in worn condition. Windlass, engine bottom end brasses & top end pin bushes, main pistons, clutch operating screw spindles, and both main drive gear wheels all in a worn condition.

Repairs were not completed at this time as vessel has now been sold to Messrs. Arnot, Young, Shipbreakers, Troon for scrapping and left Messrs. James Lamont & Co. Ltd.'s Yard on 13th December, 1962 under tow for Troon.

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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