

13 AUG

Ship's Name ~~SS~~ "LIBURNIA" Gross tons 8194

Is there a rpt. 8? YES Port PALERMO Rpt. No. 1098

No. of visits 2 First date 2/7/64 Last date 5/7/64

Interim Cert. issued & copy herewith? YES Damage rpt. issued & copy herewith? NO Last rpt. (H.Q. only)

Date of completing rpt. 13/7/64 Surveyed at, if different from Port above -

Is a rpt. 9A attached? YES MN (1328) Nature of survey Dam. & Reprs., DS., TS (CL) & Reprs.

Survey fees Damage fee Lit. 48.000.= Expenses See Rpt. 8

DS. = Lit. 3.910.=

TS. " 12.240.=

S.A. fee Lit. 7.000.=

DOCKING

Propeller † Sea connections NOT EXD. Oil gland NONE

Fastenings GOOD Wear down of stern bush Now close fit

Has screw/tube shaft been drawn? YES Date of examn. 2/7/64

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? 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 adjusted to { Sat Spt	
Boiler securing arrangements	
Main economisers	Exhaust gas heated economisers
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?

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

PLEASE SEE REPORT 9A.

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

(W.J.G. Wilson)

Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

MONDAY 31 AUG 1964 See Rpt 9A



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ALSO FOR
SPL FOR
TPO
SRL
POSTING
HEADER
CERT

At part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; this need not be done when the machinery is on a 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 mark must be inserted against the item and the 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.

Damage:-

Propeller backing off of screwshaft cone upon arrival at Gela on 29th June, 1964.

Found and now done for Damage:- Part Permanent, Part Temporary Repairs:-

Propeller:- Solid - bronze - 4 blades.

All blades damaged to varying degree on trailing and leading edges, and in bore.

Propeller landed ashore for re-conditioning by specialised propeller repairers.

Spare, cast iron propeller cleaned, specially examined and considerable corrosion noted on both fore and aft faces of blades and in way landing of propeller nut.

In order to avoid delaying the ship whilst the original working propeller can be re-conditioned, or a new bronze propeller made available, the Owners' representative's request to fit the cast iron propeller for a brief period was acceded to, after the landing under the propeller nut had been dressed as smooth as practicable by grinding until a reasonably effective landing had been provided for the propeller shaft nut.

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.

Cont/1

Ship's Name SSMS "LIBURNIA"

Port PALERMO

Rpt. No. 1098

Found and now done for Damage:- (cont'd)

Screwshaft:-

Cracked around top of cone, rejected for further use, spare new screwshaft fitted after fit of shaft cone in spare (cast iron) propeller bore had been adjusted until satisfactory print obtained without and with key.

Lignum vitae in stern tube bushes bored to suit larger diameter of liner on new screwshaft.

Screwshaft and propeller satisfactorily fitted, propeller nut tightened and secured, fairwater cap fitted, stern gland packed.

Intermediate shafting:-

Aftermost intermediate shaft scored in way of plummer block bearings and white metal of both bearings wiped heavily.

Shaft and both bearings landed ashore, shaft set up in lathe and skimmed smooth in way of both journals, both bearings set up in boring machine, white metal skimmed smooth, oil grooves afterwards re-cut.

Shaft and bearings returned to ship, refitted in place, both bearings bedded to shaft journals, shaft satisfactorily aligned, bearings chocked and secured.

Coupling bolts refitted to forward coupling, coupling bolt holes in after coupling reamed and new coupling bolts made, supplied and fitted.

New screwshaft indentivity marks:-

LLOYD'S Sld. 2965 A.G. 23 - 12 - 54.

Further recommendations:-

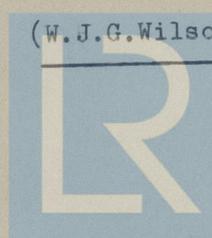
It is further recommended that the cast iron propeller be renewed at the earliest opportunity, or before the end of October 1964, 4 months limit.

Considered efficient meantime. Owners advised.

Now done for Wear & Tear:-

Minor repairs effected at this time.

(W. J. G. Wilson)



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