

Ship's Name ~~SSXX~~ "EMPIRE GANNET" Port SINGAPORE

Processing Number: LR 510367 Gross tons 4260 Rpt. No. 20501

Port of Registry LONDON Date of build 1945-3 Is there a rpt. 8? NO

No. of visits THREE First date 3-11-67 Last date 17-11-67

Interim Cert. Issued & copy herewith? YES Damage rpt. Issued and copy herewith? - Last rpt. (H.Q. only) SNC 20379

Date of completing rpt. 22-11-67 Surveyed at, if different from Port above -

Is a rpt. 9B attached? NO MN 990 Nature of survey CSM, RPRS.

Survey fees Damage fee Expenses \$21  
CSM \$100 Launch \$ - J.B.  
RPRS. \$200

S.A. fee -

MAIN ENGINES, RECIPI., STEAM ~~OR L.P.~~ State Port—P or Starboard—S)

1 Cyls., covers, pistons, rods, valves, including rotary valves, & gears

2 Con. rods, crossheads, bearings & guides Side

3 Crankpins (incl. eccentrics), webs & bearings Side Centre  
Port For'd L.P. Valve Eccentrics & Straps - Good  
Centre Port M.P. & For'd. L.P. - Good

4 Crankshaft journals & bearings

5 Detuner or vibration damper

MAIN ENGINE DRIVEN SCAVENGE PUMPS AND/OR AIR COMPRESSORS (delete as applicable)

6 Cyls., covers, pistons & rods

7 Con. rods, crossheads, bearings & guides

8 Crankpins, webs & bearings

9 Journals & bearings

10 Levers, links & bearings

11 Coolers & safety devices

12 Scavenge blowers & superchargers

13 Air coolers

14 Crankcase & scavenge doors & explosion relief devices

MAIN TURBINES

15 Casings, rotors, blading, bearings, thrusts & couplings

16 Astern turbine

I declare that the items detailed in this report (except as stated otherwise) comply with the requirements of the Merchant Shipping (Cargo Ship Construction and Survey) Rules 1965, applicable to this ship and are in all respects satisfactory for the service on which the ship is intended to ply, namely, International voyages/voyages within the limits

(The above declaration applies to sea-going cargo ships of 500 tons gross and above registered in the U.K.)

I recommend that the machinery of this ship remain as classed with ~~with~~ fresh record of CSM (with date) when the survey has been completed subject to the Port Main Engine H.P. cylinder cover and block repairs (Metalocked 11/67) being specially examined and dealt with as necessary by 5/68 and to any outstanding conditions of class being dealt with as previously recommended.

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

(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

Minute

TUESDAY 30 JAN 1968

See Eng 20532

Lloyd's Register Foundation

014091-014098-0152 1/2

are to be cancelled: this need not be done when the machinery is on a continuous survey basis. When any part has been hydraulically tested the pressure should be stated. Engine parts when referred to by numbers should be counted from forward.

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". At part or complete Special Surveys those items which are not applicable to the ship

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 re-examination or repairs should be made before

MAIN REDUCTION GEARING

17 Pinions & wheels	18 Shafts, bearings & couplings
19 Exhaust steam turbines (with recip. eng.)	20 Thrust blocks, shafts & bearings
21 M.E. steam compressors	22 Intermediate shafts & bearings
23 Clutches & hydraulic couplings	24 Steam re-heaters
25 De-superheaters	26 Forced &/or Induced draught fans
27 Stop & manoeuvring valves	28 Holding down bolts & chocks - Good
29 Main engine driven pumps (Including fuel injection)	
30 Condensers (main & aux.)	31 Air ejectors (main & aux.)
32 Have main engines been examined working & manoeuvring?	
33 Essential independent pumps	
34 Bilge, ballast & oil fuel suction lines, fittings & controls	35 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary? Good - Yes
36 Fresh water coolers	37 Lub. oil coolers
38 Heaters & safety devices including de-aerator (state service)	39 Pressure feed water filters
40 Auxiliary air receivers & safety devices	41 Starting air pipes
42 Main air receivers & safety devices	
43 Independent air compressors, coolers & safety devices	44 Oil fuel tanks (not forming part of the hull structure)
45 Have all evaporators safety valves been tested under steam?	46 Evaporators
48 Steering machinery	49 Windlass
	47 Distillers
	50 Machinery spare gear

State Port P. or Starboard S.

Identify by position

AUXILIARY ENGINES

DOCKING

Propeller	Sea connections	Oil gland
Fastenings & gratings		Clearance in stern bush (If relined state clearance before & after)
Has screw/tube shaft been drawn?		Date of examining shaft & condition
Has shaft been changed?		Has shaft now fitted been previously used?
Has shaft now examined/fitted a continuous liner?		Approved oil gland

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

REPAIRS Examined at the request of the Owners Superintendent damage to the Port Main Engine H.P. cylinder block and cover stated caused by excessive water in the steam line whilst warming through.

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 for 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.

State whether continuation sheet attached YES

Register Foundation

Ship's Name ~~SS/MS~~ "EMPIRE GANNET"

Port SINGAPORE

Rpt. No. 20501

FOUND Port Main Engine H.P. cylinder cover cracked through after side. Cylinder block cracked in three places between cylinder and valve liner. Cylinder liner cracked at upper steam port.

NOW DONE Cylinder cover Metalocked and 1" thick steel stiffening ring made and bolted over cover flange for additional strength.

Cylinder block cracks Metalocked and  $\frac{3}{4}$ " thick steel stiffening plate shaped and bolted over section between piston and valve liners. 2 -  $1\frac{1}{2}$ " diameter stay bolts fitted through block between the top and bottom of the upper steam inlet space for additional stiffening.

New section of liner cast and fitted in way of cracked section of steam port.

Port Main Engine tested on completion and found satisfactory.

It is therefore recommended that the Port Main Engine H.P. cylinder cover and block repairs (Metalocked 11/67) be specially examined and dealt with as necessary by 5/68 (6 months) and be considered efficient meantime.

