

22. DEC. 1967

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, RECIP., STEAM ~~ONLY~~ 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 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 ~~XXXX~~ 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.

(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

TUESDAY 30 JAN 1968

See Eng 20532

Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

Lloyd's Register  
Foundation  
014041-014048-0152 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?	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	
47 Distillers		
48 Steering machinery	49 Windlass	
	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)	Date of examining shaft & condition
Has screw/tube shaft been drawn?	Has shaft now fitted been previously used?	Approved oil gland
Has shaft been changed?		
Has shaft now examined/fitted a continuous liner?		

## 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.

State whether continuation sheet attached

YES

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.



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.

