

Ship's Name SS ~~MS~~ "EMPIRE GANNET" Port HONG KONG.

Processing Number: LR 510367. Gross tons 4260. Rpt. No. 20759.

Port of Registry LONDON. Date of build 1954-3.. Is there a rpt. 8? Yes.

No. of visits First date Last date

Interim Cert. issued &amp; copy herewith? Damage rpt. issued &amp; 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

Survey fees Damage fee Expenses

See Rpt. 9A.

S.A. fee

BOILERS OPENED UP AND EXAMINED. (Identify by position and state condition and latest date of internal examination of each boiler, economiser or steam generator)

AUXILIARY, DONKEY or PRESS (State if oil fired—OF or exhaust gas—EG) MAIN P. &amp; S. W.T. 14-1-67.

Good.

~~Air heaters~~~~Superheaters~~

Safety valves

Good.

Mountings, doors and fastenings

Good.

All Safety valves adjusted to { Sat  
Spt

225 P.S.I.

Boiler securing arrangements

Good.

Main economisers

~~Exhaust gas heater economisers and their safety valves~~~~Steam heated steam generators~~~~Steam generator and their safety valves adjusted to~~~~Fire in the boiler circulation pumps~~

Have saturated steam pipes in cylindrical boiler smokebox been examined as required by the Rules?

Funnel Good.  
Were oil burning system & remote controls examined in accordance with Rules? Yes.

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 only 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/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.)

D.C. Wood & John Manson.  
Surveyor to Lloyd's Register of Shipping

Date of Committee

MONDAY 13 MAR 1967

Minute

See Report 9A.

ALSO FOR

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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 thus: should 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 accountable until the due date of the next Periodical Examination. Where re-examination or repairs should be made before



EXAMINATION AND TESTING OF STEAM PIPES (state material and test pressure and, if selected lengths, identify by position)

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	/	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		
l	Spare gear		

u PASSENGER SHIPS Have the emergency source of power and its associated circuits and, where fitted,  
the temporary source of power and its automatic arrangements been tested?

CARGO SHIPS Have the emergency source of power and its associated circuits been tested?

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

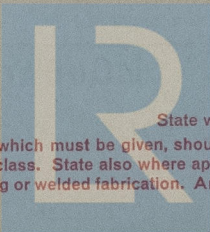
Repairs (Wear & Tear) :-

Examination of the "A" & "B" row tubes in each boiler showed several isolated pits on the internal surfaces. A number of tubes were removed and cut open for closer examination which showed the pitting to be a max. of 50% of the tube thickness. The Owners elected to renew a total of 30 tubes in each boiler. A satisfactory hydraulic test was carried out on completion.

The brickwork and boiler mountings on each boiler completely overhauled.

*[Handwritten signature]*

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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