

19 JUL 1966

Ship's Name SS/MO "EMPIRE GANNET" Port HONG KONG.

Processing Number: LR 510367. Gross tons 4260. Rpt. No. 20300.

Port of Registry LONDON. Date of build 3,1945. Is there a Rpt. 9? Yes.

No. of visits Fifteen. First date 2-6-66. Last date 27-6-66.

Cert. B issued & copy herewith? Yes. Damage rpt. issued & copy herewith? No. Last rpt. (H.Q. only) SNG.19148.

Date of completing rpt. 13-7-66. Surveyed at, if different from Port above --

Safcon Cert. (ST) issued & copy herewith? No. If surveyed in D.D. last date of examination 18-6-66.

Has a Load Line Survey been held? Yes, Renewal. Summer freeboard as verified 14'-10 $\frac{1}{2}$ ".

State which additional Rpt. 8 is attached: (Cont); (A); (PR); (EQ); (Rig) .

Survey fees Damage fee -- Expenses \$80.00

Compl. S.S. "C" & Repairs \$4,800.00 Cables \$56.00

S.A. fee \$62.50

I have surveyed the above-named ship in accordance with the Rules for COMPLETION OF PERIODICAL SPECIAL SURVEY "C", DRYDOCKING, AND RENEWAL OF LOAD LINE CERTIFICATE.

Now Done :- Completion of Special Survey "C"

(Please refer also to Reports of Survey held at Hong Kong in November, 1965, and at Singapore in May, 1966.)

Special Survey "C" now completed and, with exception of the few tanks previously examined/tested, the ship examined throughout and tanks tested as per Rule.

Please refer accompanying Rpts. 8 (A) & (Rig) for full details.

Repairs on account of General Wear & Tear :-

Thinned and generally wasted bottom and side shell plating, and weather deck plating, now satisfactorily and permanently dealt with as follows :

2/Contd.....

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.)

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated.

I recommend, therefore, that this ship remain as classed with/without fresh record of dry docking. 6.66, and the notation S.S. 6.66, now, without subject or condition.

S.R.L. Delete :-

All current entries.

(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 AUG 1966

DS. 6.66

SS. 6.66

HBS.R.66

Without spec. conditions (L).

CSH 6.66

SPS 6.66

FOR CHAIRMAN

30 SEP 1966

014091-014098-0197 1/5

ALSO FOR

SPL FOR

SRI

POSTING

HEADER

CERT



†Condition

†Condition

Shell plating	Good.	*Hatchways	Good.
Stern frame	Good.	*Ventilators & air pipes	Good.
Rudder	Good.	*Casings	Good.
Was rudder lifted?	No (neither).	*Fiddle openings	Good.
Plating, etc. in way of shell openings	Good.	*Skylights	Good.
F.P. spaces	Good.	*Flush deck scuttles	Good.
Chain locker	Good.	*Deckhouses & companionways	Good.
A.P. spaces	Good.	*Superstructures	Good.
Engine space	Good.	*Side, bow & stern doors	Good.
Boiler space	Good.	*Side scuttles & deadlights	Good.
Under E. & B.	Good.	*Ash shoots, etc.	None.
Coal bunker	None.	Scuppers, discharges & valves	Good.
Shaft comp'ts. (P.&S.)	Good.	Guard rails & bulwarks	Good.
Funnel & well	Good.	Freeing ports	Good.
Duct keel	None.	Gangways & lifelines	Good.
Cement, asphalt, etc., on btm. shell	Good.	Fittings & appliances for timber deck cargoes	None.
Weather decks	Good.	Means of escape:	
Sounding pipes with doublers under	Good.	(a) machinery spaces	Good.
Windlass	Good.	troop	
Masts & standing rigging	Good.	(b) crew and <del>passenger</del> spaces	Good.
Hand pumps & suction	Good.	(c) spaces in which crew normally employed	Good.
W.T. doors	Good.	Communications between:	
Fire equipment	Not Examined.	(a) bridge & eng. room	Good.
		(b) bridge and alternative steering position	Good.
		Steering control systems (main and alternative)	Good.
Other items:	None.	Helm indicator	Good.
		Protection of aft steering wheel & gear	Good.
		Steering arrangements (main)	Good.
		" " (aux.)	Good.

†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 Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and action

taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

At each regular drydocking state here the expiry date of and certifying authority for the Cargo Ship Safety Equipment Certificate or Passenger Ship Safety Certificate:—

Hong Kong Government Marine Dept. on behalf of British Board of Trade.  
Cert. issued at this time but expiry date not known.

## EQUIPMENT:

Equipment letter (V) 1½" Pt.W.I.  
Pt.S.Q.  
Cables  
Fee ltr., if diff. from eqpt. ltr. --  
Anchors: No. on board 3 B.

State if ranged Yes.

Length on board 225 fathoms.

Mean dia. range from 1½" to 1¼" ⊗ see below.

Rule length 210 Fms. Dia. 1½"

Mooring ropes as per Rule - Good.

Where a part Special Survey and, say, Dry Docking Survey are held at the same time, only items marked "For SS" will be credited towards the Special Survey.

\*These items to include their closing appliances, repairs and renewals of which should be reported.

⊗ N.B. All cable gauged at 1.3/8", or below, is of S.Q. Steel. One length only worn to 1¼" (S.Q.). None of the W.I. lengths are worn to below 1.7/16".



Ship's Name SS/MS "EMPIRE GANNET" LR 510367.

Port HONG KONG. Rpt. No. 20300.

Repairs on account of General Wear & Tear :- (Contd.)Shell Plates, renewed :Port Side

A.4 - 5.

B.4.

C.3, C.4, cropped and part, from frs.21/22 - 23/24.

F.11, cropped and part, from frs.49/50 - 50/51.

G.8, 9 &amp; 10.

Lower landings of H.7 (aft end), H.8, H.9 &amp; H.10.

Starboard Side

A.4 - 5.

Inboard landing of A.9 from frs.43/44 - 46/47.

B.3, B.4 &amp; B.5 at forward end, cropped and part, from frs.24/25 to butt with B.4 (renewed with B.4 as 1 plate.).

C.3.

D.2 - 3.

Upper landings of G.9 &amp; G.10.

G.11 and 11.A.

In addition to the foregoing renewals localized areas of internal corrosion, mainly in way of engine and boiler room spaces, were satisfactorily repaired by fitting doubling plates, the following bottom plates being reinforced in this manner :

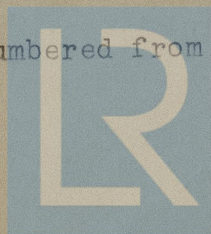
Keel 9 - 12.Port Side A.9 - 10; B.9 - 10 - 11; C.7 - 8 - 9; D.6 - 7.Starboard Side A.8 - 10; B.8 - 10 - 11; C.8 - 9; D.7; E.14; F.11.

A few external shell doubling straps also fitted in way of locally wasted or eroded shell seams.

Weather Deck :

Plating forward, abreast and in way of forward main hatch, also wasted and generally thin, extensively renewed, as follows :

(Frame stations numbered from forward).



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Foundation



Contd.....

Weather Deck : (Contd.)

Port Side

Stringer plating, from frs.21/22 - 25/26 (2 plates).

"A" strake, from frs.21/22 - 25/26 (1 plate).

"B" strake, from frs.16/17 - 25/26 (3 plates).

"C" strake, from frs.17/18 - 25/26 (3 plates).

"D" strake (hatch side), from frs.20/21 - 24/25, and 17/18 - 18/19 (2 plates).

Starboard Side

Stringer plating, from frs.22/23 - 25/26 (1 plate).

"A" strake, from frs.20/21 - 25/26 (2 plates).

"B" strake, from frs.17/18 - 25/26 (3 plates).

"C" strake, from frs.17/18 - 25/26 (3 plates).

"D" strake (hatch side), from frs.20/21 - 24/25, and 17/18 - 18/19 (2 plates).

Making 22 plates in all renewed, or part renewed, on weather deck.

Tank Tops, Bulkheads Internal Structure etc. of W.B. deep D.B. tanks :

(Nos.15, 17, 18, 19, 20, 21, 24, 25, 26 & 27)

In addition to all aforementioned renewals of bottom shell and weather deck plating, extensive repairs were also carried out within all the foregoing deep D.B. water ballast tanks.

Tank top plating, longitudinal beams, girder plates, floors, brackets, bulkheads and stiffeners, sounding pipes etc., all efficiently and satisfactorily renewed, part renewed, or repaired by reinforcement, where generally or locally wasted and deteriorated, as per our recommendations, and all parts placed in good and sound condition.

In this connection all the defects as found and reported by the Singapore Surveyors, within the tanks examined by them, have been satisfactorily and permanently dealt with. It is submitted therefore that the conditions of class relating to plating and internal structures of Nos.18, 19, 20, 21, 24, 25, 26 and 27 ballast tanks should now be deleted from the Special Reasons List.



Ship's Name SS/MS "EMPIRE GANNET" LR 510367.

Port HONG KONG. Rpt. No. 20300.

Repairs on account of General Wear & Tear :- (Contd.)

Equipment :

P. & S. Bower Anchors

Crown pins and anchor shackle pins all renewed.

S.R.L. Appendix Entry :-

Shell plates K.10 - 11 (s.s. from aft) slightly set in. /

Minor indents in above noted starboard side shell plates specially examined at this time and continue satisfactory.

No repairs effected or considered necessary and it is submitted that the condition remain on record as minor blemishes, Cat.2(b), in the Appendix to the Special Reasons List.

*J. Manson*





Ship's Name SS/MS "EMPIRE GANNET" LR 510367.

Port HONG KONG.

S.S. ( C ) Due 6,66.

Rpt. No. 20300.

Holds & Tween Decks:	†Condition	Tanks:	†Condition	Tested
		(See illustrations in Register Book)		
<del>SS-1</del> Main <del>SS-1</del> Hold (vehicle deck), frs. 7 - 36. <del>Tween decks</del>	Good.	(No. 28) F.P. tank	Good.	Good.
		(No. 1) A.P. tank	Good.	Good.
		Deep D.B. tanks & c/dams		
		(No. 9) F.W. at centre & cofferdam around.	Good.	Good.
<del>SS-2</del> Store & <del>SS-2</del> Equipment Spaces (12)	Good.	✓ (No. 15) W.B. (S.S.)	Good.	Good.
P. & S. sides abreast Main Hold.		✓ (No. 17) W.B. (P.S.)	Good.	Good.
		✓ (No. 18) W.B. (S.S.)	Good.	Good.
		✓ (No. 19) W.B. (Centre)	Good.	Good.
		✓ (No. 20) W.B. (P.S.)	Good.	Good.
		✓ (No. 21) W.B. (S.S.)	Good.	Good.
		✓ (No. 22) F.W. (Centre)	Previously Examined.	Good.
		✓ (No. 23) W.B. (P.S.)		Good.
<del>SS-3</del> Forward indep't <del>SS-3</del> pump room spaces (p.s.) <del>Tween decks</del>	Good.	✓ (No. 24) W.B. (S.S.)	Good.	Good.
		✓ (No. 25) W.B. (Centre)	Good.	Good.
		✓ (No. 26) W.B. (P.S.)	Good.	Good.
		✓ (No. 27) W.B. (frs. 7 - 11)	Good.	Good.
		Deep D.B. <del>SS-4</del> bunkers		
<del>SS-4</del> Troop deck <del>SS-4</del> P. & S. sides, below Main Deck <del>Tween decks</del> (frs. 11-36).	Good.	✓ (No. 10) P.S.	Good.	Good.
		✓ (No. 11) P.S.	Good.	Good.
		✓ (No. 13) Centre	Good.	Good.
		✓ (No. 16) Centre	Good.	Good.
<del>SS-5</del> Petrol Storage <del>SS-5</del> & Refrig. Machy. Comp'ts. (2) <del>Tween decks</del> P.S.	Good.			
		Settling tanks		
		Port (No. 5)	Good.	Good.
		Starbd. (No. 4)	Good.	Good.
<del>SS-6</del> Upper & Lower <del>SS-6</del> diesel gen. comp'ts. (2) <del>Tween decks</del>	Good.	Deep tanks		
		Side tanks		
Vehicle securing fittings & <del>SS-7</del> equipment.	Good.			
(within troop accom. spaces & passageways)	Good.	Other tanks:		
		Distilled feed water (4) :-		
		Blr. Rm. P.S. (No. 3)	Good.	Good.
		Blr. Rm. S.S. (No. 2)	Good.	Good.
		Eng. Rm. P.S. (No. 7)	Good.	Good.
		Eng. Rm. S.S. (No. 6)	Good.	Good.

taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and action

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John Manson  
Surveyor to Lloyd's Register of Shipping  
John Manson  
014091-014098-0187 4/5



Rpt. 8 (Rig)

Ship's Name SS/MS "EMPIRE GANNET" LR 510367.

Port HONG KONG.

(Matter above line is completed by Lloyd's Register of Shipping)

Rpt. No. 20300.

Port of HONG KONG.

Date 28th June, 1966.

## REPORT ON MASTS, SPARS AND RIGGING

~~Dear Sir(s),~~

~~In accordance with your instructions,~~ I have examined the Masts, Spars and Standing Rigging, including fittings, of the SS/MS "EMPIRE GANNET" on the (date of examination) various dates during June, 1966, and found ~~that~~ or had same placed, in good, sound and safe condition.

All shrouds and stays, with connecting shackles, bottle screws and fastenings, unshipped and stripped for inspection.

Servings removed from splicings where directed to facilitate examination and afterwards replaced in good order.

Lower sections of main-mast aft shrouds renewed, together with a number of worn shackle pins.

Other repairs and reconditioning of a minor nature effected overall where found necessary.

~~Fee~~

~~Rigger~~

~~To the Surveyor(s),~~

~~Lloyd's Register of Shipping,~~

Surveyor

John Manson

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