

Ship's Name SS/MS "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. 8? Yes.

No. of visits

First date

Last date

Interim Cert. issued & copy herewith?

Damage rpt. issued & 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

Docking, compl. M.B.S.
S.P.S. & Elec. Sur.

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

Starboard - Good.
6th June, 1966.

Air heaters

Superheaters

Safety valves

Mountings, doors
and fastenings

Safety valves
adjusted to { Sat
Spt

Boiler securing
arrangements

Main economisers

Steam heated
steam generators

Fired boiler forced
circulating pumps

Starboard - Good.

Starboard - Good.

Starboard - 225 P.S.I.

Starboard - Good.

Exhaust gas heated economisers
and their safety valves

Steam generator or
E.G.E. safety valves adjusted to

Funnel Good.

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

Have saturated steam pipes in cylindrical boiler
smoke boxes been examined as required by the Rules? None.

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

As per Rpt. 9A.

(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.

S.R.L. Appendix :-

"Both boiler lower water drum ends corroded internally."

(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

Surveyor to Lloyd's Register of Shipping

John Manson

TUESDAY 30 AUG 1966

See Rpt. 9A

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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 (such as "good") 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 acceptable 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 Good. } Pipes of Steel. Selected lengths above 3" bore from
AUXILIARY (over 3" bore) Good. } each boiler. Main and Aux. steam ranges, and
intermediate lengths to Main Engine stop valves (8 in
all), hyd. pressure tested to 450 P.S.I.

Have saturated pipes in cylindrical boiler smoke boxes been tested? None. Were selected copper pipes annealed? None above 3" bore.

ELECTRICAL EQUIPMENT

PROPULSION (State Port or Starboard)		AUXILIARY	
Total kW or kVA		Total kW or kVA	
a Generators		Generators & governors	660 (L. & P.) Good.
b Exciters			
c Air coolers		m Motors	Good.
d Motors		n Switchboards & fittings	Good.
e Air coolers		o Circuit breakers	Good.
f Control gear cables, etc.		p Cables	Good.
g Insulation resistance		q Insulation resistance	Good.
h Insulating oil test		r Steering gear generators & motors	
i Overspeed governors		s Navigation light indicators	Good.
j Magnetic couplings			
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?			Yes. (Diesel gen'g. units.)

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Boiler Condition : (S.R.L. Appendix Entry)

The patches of corrosion (or erosion ?) on the ends of the lower water drums on each boiler was specially investigated at this time, test holes being drilled in way of what appeared to be the most badly affected areas in order to measure thickness of plating in way. The minimum thickness recorded was 1.11/16", which is considered to be still well above the acceptable minimum.

The deterioration did not appear to be continuing active or progressive, but it is considered that the condition should continue to remain on record as a blemish, Cat.2(b), in the Appendix to the Special Reasons List.

Electrical :

Minor faults located on navigation lighting and accommodation lighting circuits by overall testing for insulation resistance throughout the ship now made good.

All automatic circuit breakers completely overhauled and re-adjusted. Subsequently tried and tested on overload and reverse current cut-outs.

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.

State whether continuation sheet attached

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