

Ship's Name ~~SSAMS~~ "EMPIRE GANNET" Gross tons 4260
 Is there a rpt. 9? Yes Port SINGAPORE. Rpt. No. 17888
 No. of visits Nine. First date 24-9-64. Last date 18-11-64.
 Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only) 1195 K766
 Date of completing rpt. 30-11-64. Surveyed at, if different from Port above
 Surveyed afloat and/or in D.D. Both. Last date of examination in D.D. 27-10-64.
 Has a Load Line Survey been held? No Freeboard Marks verified Yes

State which additional Rpt. 8 is attached: (Cont); (PS); (DR); (EQ); (Rig)

Survey fees	Damage fee Repairs	Expenses
D.S. \$200	\$500:~	\$45 DEC 1964 913 bwo
		S.A. fee

I have surveyed the above ship in accordance with the Rules for Docking and Damage Repairs stated to have been resulted from the vessel striking a rock in the Kuching river on the 11th September, 1964.

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

The damage was principally confined to the Port side bow door and bow plating generally and to the port side "C" and "D" strakes for the length of the vessel (see photographs attached).

REPAIRS

The port bow door was considered irreparable and was completely renewed.

The ramp door was generally buckled at the port side and was cropped and part renewed.

The lower bow (No.28 tank) was generally buckled and twisted and was completely rebuilt and the bow plating renewed as follows:- Starboard side E1 renewed and E2 (upper and lower) part renewed and F1 part renewed.

Cont. over.

I recommend that this ship remain as classed with ~~without~~ fresh record of dry docking 10/64.

(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

MONDAY 18 JAN 1965
DS10.64
Rud!

R. Bann
Surveyor to Lloyd's Register of Shipping

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action 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

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

Port Side:- E1, E2 and 3 (upper and lower) F1 and 2, G1, H1, J1, K1 and 2. J2 the port bow bulwark plating being part renewed.

The port side upper deck was noted to be buckled adjacent to the damaged area and 3 plates were renewed and one part renewed.

It was also noted that the vessel had scraped over the rock, and minor indents were noted at several points about the length of the "C" and "D" strakes port side. As the Owners Representatives stated that they required the vessel to be free of any conditions of Class following this damage the following plates were renewed C1, 2 and 10 Port and "D" strakes 5, 6 and 7 Port were cropped and part renewed.

The side shell plates G5 and 6 port were also found to be indented and now renewed.

Internal Members

All 5 floors within No.28 tank were cropped and part renewed or completely renewed.

No.6 bulkhead between Nos.27 and 28 tanks cropped and renewed for 5 ft. adjacent to the port side shell - two stiffeners being renewed.

Frames 3, 4,5 and 6 port side - part renewed and part faired and refitted and frames at stations 7, 8, $8\frac{1}{2}$, $9\frac{1}{2}$, 10 and $10\frac{1}{2}$ were part removed, faired and refitted.

Four floors within No.27 tank were cropped and part renewed and 2 floors in No.26 tank, (in way of the damage to C1 and 2P. shell plates) also cropped and renewed.

The main deck plating in the port side bow machinery compt. was cropped and part renewed and the tank deck plating in way of No.28 tank top was renewed.

The inner bulkhead P.S. Forward was generally buckled and renewed for 10' x 14', and the lower edge of the starbd. liner bulkhead was renewed for 5' x 4'.

On completion of these repairs the tanks were tested.

Ramp and bow doors were refitted after the vessel was refloated and were satisfactorily tested on completion.

W & T Repairs Riveted angle bar at port side of No.58 bulkhead (port side shaft recess) now renewed on account of wastage, and satisfactorily tested on completion.

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. The reason for repairs must be stated and repairs on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs and, besides being detailed above, should be noted in the following summary. *State what action has been taken regarding items which are subjects of class or in SRL Appendix, whether outstanding or new.* Any alterations in existing particulars in the Register Book should also be reported above.

SUMMARY OF DAMAGE REPAIRS	SHELL PLATES	FRAMES	DECK PLATES	BEAMS	OTHER ITEMS
Renewed & Pt.renewed.	28	4			
Removed and faired or replaced		11			
Faired or repaired in place					



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Rpt. 8 (P.S.) DRY CARGO SHIP

Ship's Name SS/MS "EMPIRE GANNET"

S.S. () Due

Port SINGAPORE.

Rpt. No. 17888

	<u>Examined & condition</u>		<u>Examined & condition</u>
In dry dock from	28-9-64.	* Air & sounding pipes	In way of Repairs - Good.
" " " to	27-10-64.	Doublers under " "	
Shell plating	Good	Steering arrangements (main)	Not Exd.
Sternframe	Good	" " (aux)	" "
Rudder	Good	Windlass	" "
Was rudder lifted?	No	Masts & rigging	" "
Plating, etc. in way of shell openings	Good	Hand pumps & suctions	" "
Side scuttles & deadlights	Good	W.T. doors	" "
Overbd. scuppers & discharges	Good	Bulwarks, freeing ports, etc.	Good
F.P. spaces	In way of repairs-Good.	Summer freeboard as verified	In way of repairs only.
Chain locker			
A.P. spaces	Not Exd.		
Engine space	" "		
Boiler space	" "	<u>EQUIPMENT:</u>	
Under E. & B.	" "	Equipment letter	
Coal bunker	" "	Fee ltr., if diff. from eqpt. ltr.	
Tunnel & well	" "	Anchors: No. on board	
Cement, asphalt, etc., on btm. shell	" "	State if ranged	
Weather decks	Good	Length on board	
* Casings	Good	Mean dias. range from	to
* Deckhouses	Good	Rule length	Dia.
* Superstructures	-	Mooring ropes	
* Skylights	Good		
* Companionways	Good		
* Hatchways	Good		
* Ventilators	Good		
Other items:			

Not Examined.

* These items to include their closing appliances

Where a part Special Survey and, say, Dry Docking Survey are held at the same time, the items for SS should be marked "For SS"

