

Rpt. 9A

REPORT OF MACHINERY SURVEYS AND REPAIRS

Received London

/NP

(ENGINES AND AUXILIARIES)

1946

30 JAN. 1963

Ship's Name **SS/MN "THE EMPEROR"**

Gross tons 1058

Is there a rpt. 8? **Yes**

Port **NEWCASTLE/TYNE**

Rpt. No. **226**

No. of visits **6**

First date **23.12.62.**

Last date **7.1.62.**

Interim Cert. issued & copy herewith? **Yes**

Damage rpt. issued & copy herewith? **-**

Last rpt. (H.Q. only)

Date of completing rpt. **9.1.63.**

Surveyed at, if different from Port above **South Shields**

Is a rpt. 9B attached? **Yes**

MN **126**

Nature of survey **Docking, M.B.S. General Examination**

Survey fees

Damage fee **-**

Expenses **£0. 3. 0.**

M.B.S. **£9. 0. 0.**

General Examn. **£4. 0. 0.**

S.A. fee

MAIN ENGINES, RECIP., STEAM OR I.C. (State Port—P or Starboard—S)

1 Cyls., covers, pistons & rods

2 Valves & gears

3 Con. rods, top ends & guides centre

Side

4 Crankpins & bearings centre

Side

5 Journals & bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

6 Cyls., covers, pistons & rods

7

Con. rods & top ends

8 Crankpins & bearings

9

Journals & bearings

10 Coolers & safety devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS (State Port—P or Starboard—S)

11 Cyls., covers, pistons & rods

12

Con. rods & top ends

13 Crankpins & bearings

14

Journals & bearings

MAIN TURBINES (State Port—P or Starboard—S)

16 Casings, rotors, blading, bearings & thrusts

15

Lever

17 Reduction gearing

18 Scavenge blowers

19 Superchargers

I recommend that the machinery of this ship remain as classed with/without fresh record of

M.B.S. 1.63 subject to boiler repairs being dealt with on vessel's arrival at Antwerp to which port she is now proceeding.

(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

J. J. Jamie
Surveyor to Lloyd's Register of Shipping
J. N. JAMIE.

FRIDAY - 8 FEB 1963

See Wreck Rpt.

Lloyd's Register Foundation

003659-003670-0283

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

be counted from forward. described fully under "defects and repairs".

20	Exhaust steam turbines (with recip. eng.)	21	Thrust blocks shafts & bearings		
22	Steam compressors	23	Intermediate shafts & bearings		
24	Clutches & hydraulic couplings	25	Condensers (main & aux.)		
26	Steam re-heaters	27	Air ejectors (main & aux.)		
28	De-super-heaters	29	Forced &/or induced draught fans		
30	Stop & manoeuvring valves	31	Holding down bolts & chocks	32	Detuner or vibration damper
33	Main engine driven pumps				
34	Crankcase doors & explosion relief devices	35	Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)		
36	Essential independent pumps				
37	Bilge, ballast & oil fuel suction lines, fittings & controls	38	Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?		
39	Fresh water coolers	40	Lub. oil coolers		
41	Heaters (state service)	42	Feed water filters		
43	Auxiliary air receivers & safety devices	44	Starting air pipes		
45	Main air receivers & safety devices				
46	Independent air compressors coolers & safety devices				
47	Oil fuel tanks (not forming part of the hull structure)				
48	Have all evaporators safety valves been tested under steam?	49	Evaporators HP & LP	50	Distillers
51	Fire extinguishing arrangements	52	Steering machinery	53	Windlass

AUXILIARY ENGINES

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Now done for General Examination for postponement of E.S.

The main and auxiliary machinery of this vessel has been generally examined, subsequently tried under working conditions and all found to operate satisfactorily. Steering gear tested and found good. All electric circuits megger tested and insulation resistance found satisfactory, dynamo governor tested and found in order.

In view of the above it is submitted that the E.S. may be postponed for twelve months as requested by the Owners.
No machinery was opened up at this time.

Note: The Owners have since stated that the vessel is to be broken up at Antwerp to which port she is proceeding direct from the Tyne.

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 also be reported above.

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Foundation