

Rpt. 9A

REPORT OF MACHINERY SURVEYS AND REPAIRS

Received London

(ENGINES AND AUXILIARIES)

/NP

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 **28.12.62.**

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 Levers

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

Surveyor to Lloyd's Register of Shipping

J. N. JARVIE.

FRIDAY - 8 FEB 1963

See Weekly Rpt.

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

Lloyd's Register  
Foundation

003659-003670-0283



Exhaust steam  
turbines (with  
recip. eng.)

20 Steam  
compressors

22 Clutches & hyd-  
raulic couplings

24 Steam  
re-heaters

26 De-super-  
heaters

28 Stop & manoeuv-  
ring valves

30 Main engine  
driven pumps

34 Crankcase doors &  
explosion relief devices

36 Essential independent pumps

37 Bilge, ballast & oil fuel  
suction lines, fittings & controls

39 Fresh water coolers

41 Heaters (state service)

43 Auxiliary air receivers  
& safety devices

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?

51 Fire extinguishing arrangements

21 Thrust blocks  
shafts & bearings

23 Intermediate  
shafts & bearings

25 Condensers  
(main & aux.)

27 Air ejectors  
(main & aux.)

29 Forced &/or induced  
draught fans

31 Holding down  
bolts & chocks

32 Detuner or  
vibration damper

35 Have main engines been tested  
working & manoeuvring? (To be done  
on completion of ES or CS cycle)

38 Have the remaining piping arrangements  
& fittings in the machinery space been  
examined as considered necessary?

40 Lub. oil coolers

42 Feed water filters

44 Starting air pipes

49 Evaporators  
HP & LP

50 Distillers

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.