

6 AUG 1958

Rpt. 9

Date of writing report 11/7/58

Received London 25 JUL 1958

Port LONDON

No. 138351

Survey held at GRAVESEND

No. of visits 1

First date 7/7/58

Last date 7/7/58

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 61795 Name M.V. "GASCONY" Gross tons 4736 Date of build 11-1925

Owners Royal Mail Lines, Id. Managers Port of Registry Liverpool

Engines made 1925 By Harland & Wolff, Id., Glasgow Type Oil Eng. 4SA 8Cy.

No. of Main Engines 1 No. of Screws 1 No. of Main Boilers W.P. No. of Donkey Boilers 1 W.P. 60 lb.

Surveyed Afloat or in Dry Dock Afloat Nature of Survey Damage

Was Damage Report issued? No. Int. Cert. No. Last Report (For Head Office only) 138265

Records of Survey & Special Notations as per Register Book

Table with columns for Hull and Machinery, listing items like BS*, SS.Lon., MBS*CS, DBS, TS.CL, and Oil Eng. with corresponding numbers.

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination.



Has a Survey also been held on this ship? If so, is the Report sent now, or when will it be sent?

DOCKING Propellers Wear Down of Stern Bushes Oil Glands Sea Connections Fastenings Has Screwshaft Tubeshaft been drawn? Date of Examination Has Shaft been changed?

Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD 1 Cyls., Covers, Pistons & Rods 2 Valves & Gears 3 Connecting Rods, Top Ends & Guides Side Centre 4 Crankpins & Bearings Side Centre 5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS 6 Cyls., Covers, Pistons & Rods 7 Connecting Rods & Top Ends 8 Crankpins & Bearings 9 Journals & Bearings 10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS 11 Cyls., Covers, Pistons & Rods 12 Connecting Rods & Top Ends 13 Crankpins & Bearings 14 Journals & Bearings 15 Levers 16 SCAVENGE BLOWERS 17 SUPERCHARGERS

MAIN TURBINES 18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES) 20 STEAM COMPRESSORS 21 CLUTCHES & HYDRAULIC COUPLINGS 22 REDUCTION GEARING 23 THRUST BLOCKS, SHAFTS & BEARINGS 24 INTERMEDIATE SHAFTS & BEARINGS 25 HOLDING DOWN BOLTS & CHOCKS 26 CONDENSERS (MAIN & AUX.) 27 STEAM RE-HEATERS 28 DE-SUPERHEATERS 29 STOP & MANOEUVRING VALVES 30 MAIN ENGINE DRIVEN PUMPS 31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

OPINION OF MACHINERY AND RECOMMENDATIONS This Report is forwarded for the information of the Committee. Have Main Engines been tested working and manoeuvring?

Date of Committee Meeting THURSDAY 19 AUG 1958

Decision Noted See minute dated

50m, 6.56. T. (MADE AND PRINTED IN ENGLAND) 25/7/58 on Casualty Report.

Signature of J. C. Bentley, Engineer Surveyor to Lloyd's Register of Shipping. Includes Lloyd's Register of Shipping logo and Foundation text.

005132-005140-0197 1/2

32 Essential Independent Pumps (Identify by position).....
 33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls.....
 34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?.....
 35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service).....
 38 Independent Air Compressors, Coolers & Safety Devices.....
 39 Air Receivers & Safety devices—Main 40 Auxiliary.....
 41 Oil Fuel Tanks (Not forming part of hull structure).....
 42 Evaporators 43 Have Evaporator Safety Valves been tested under steam?.....
 44 Steering Machinery 45 Windlass 46 Fire Extinguishing Arrangements.....

AUXILIARY ENGINES (Identify by position).....

PROPULSION	ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
	PORT	STARBOARD	
a Generators			l Generators & Governors
b Exciters			m Motors
c Air Coolers			n Switchboards & Fittings
d Motors			o Circuit Breakers
e Air Coolers			p Cables
f Control Gear, Cables, etc.			q Insulation Resistance
g Insulation Resistance			r Steering Gear Generators and Motors
h Insulating Oil Test			s Navigation Light Indicators
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN AUXILIARY, DONKEY or PRESS.....

Superheaters.....
 Safety Valves.....
 Mountings, Doors & Fastenings.....
 Safety Valves Adjusted to Sat. Spt.....
 Boiler Securing Arrangements..... Exhaust Gas Heated Economisers.....
 Main Economisers..... Steam Generator Safety Valves Adjusted to.....
 Steam Heated Steam Generators..... Forced Circulating Pumps.....
 Were Oil Burning System & Remote Controls examined working in accordance with Rules?..... Funnel.....
 Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?.....

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main..... Auxiliary (over 3 in. bore).....
 Were Copper Pipes annealed?..... Have Saturated Pipes in cylindrical boiler smoke boxes been tested?.....

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

This vessel was proceeding under her own power to Hamburg to be broken up.
 It was stated that on the way down the Thames at about 6p.m. 28th June, 1958, the main engine blast air compressor was found to be defective & the vessel moored to a buoy off Gravesend. It was further stated that on opening up the compressor the ship's staff found a small file had been left in the HP cylinder & this was removed & the compressor re-assembled. On trial however the compressor was still defective & the ship returned to the buoy & the attendance of the Society's Surveyors was requested.
 It was recommended that the HP compressor liner & piston, which were badly scored, be renewed, the MP & LP piston rings renewed & the LP liner ground by hand, with overhaul of all valves as required.
 Whilst this work was in progress the Port aft generator broke down. It being subsequently reported that a crankpin bolt of No.2 unit had broken allowing the connecting rod to break through the crankcase door & damaging the lower part of the cylinder liner & piston skirt.
 The Chief Engineer stated that the remaining two generators were somewhat unreliable & he considered this generator should be repaired before proceeding on the voyage. Continued...

LEAVE THIS SPACE BLANK

Survey fees ... 12
 Damage fee ... £12..12..0d.
 Expenses... 10/-
 Date when A/c rendered 23 JUL 1958

M.V. "GASCONY".

Continued.

A new liner, piston, connecting rod & bottom end bearing were procured & the crankpin was being dressed by hand.

At this stage the Owners decided to stop all work in the Engine Room & the vessel was towed to Hamburg on the Owners' responsibility, no interim certificate for the voyage in tow being requested.

Engineer Surveyor to Lloyd's Register
 of Shipping.

J. C. BENTLEY

