

6 AUG 1958

Rpt. 9

Date of writing report 11/7/58.

Received London

25 JUL 1958

12/7/58.

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, Ltd.

Managers

Port of Registry

Liverpool.

Engines made 1925. By Harland & Wolff, Ltd., Glasgow.

Type Oil Eng. 4SA 8Cy.

No. of Main Engines 1. No. of Screws 1.

Records of Survey & Special Notations as per Register Book

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

Hull	Machinery
BS*	2-58. MBS*CS.
SS.Lon.	11-56. DBS.
	TS.CL.
	Oil Eng.
	3-57.
	6-57.
	7-56.

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. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus + should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

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

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS This Report is forwarded for the information of the Committee.

Date of Committee

Decision

THURSDAY 19 AUG 1958

50m, 8.56. T. (MADE AND PRINTED IN ENGLAND)

25/7/58 on Casualty Report.

J. C. BENTLEY

Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation

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	PORT	ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
		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.	
Safety Valves Adjusted to 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...

Survey fees

Damage fee ... £12..12..0d.

Expenses... .. 10/-

Date when A/c rendered 23 JUL 1958

Rpt. 9a

Port of

L O N D O N .

Continuation of Report No. 138351, dated

on the

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.