

Rpt. 9

Date of writing report 26.6.61

Survey held at Suda Bay

Received London

No. of visits 4

Port Piraeus

No. 9081

First date 30.5.60 Last date 15.6.60

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 59843 Name S.S. "EMPIRE FAUN" temporarily sailing as "SIRIUS" Gross tons 846 Date of build 1943-2
Owners Ministry of Transport Managers - Port of Registry Goole

Engines made Hul By Amos & Smith Ltd.

Type T 3 Cy.

No. of Main Engines 1 No. of Screws 1

No. of Main Boilers 1SB W.P. 200 lbs.

No. of Aux./Donkey Boilers - W.P. -

Surveyed Afloat or in Dry Dock Both

Nature of Survey ES, MBS, TS, DS.

Was Damage Report issued? No. Int. Cert.? No.

Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

	Hull		Machinery
	+100A1		+LMC
oil tanker		ES	8,55
SS	8,55	MBS	5,59
DS	4,59	TS CL	11,57
		SPS	8,55

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 Good. Wear Down of Stern Bushes 0.1" Oil Glands No. Sea Connections Good.
Fastenings Good. Has Screwshaft Tubeshaft been drawn? Yes. Date of Examination 15.6.60 Has Shaft been changed? See body of rpt.
Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland? No.

MAIN ENGINES (Recip. Steam or I.C.)

PORT

STARBOARD

1 Cyls., Covers, Pistons & Rods HP, MP, LP Good.

2 Valves & Gears HP, MP, LP Good.

3 Connecting Rods, Side HP, MP, LP Good.

4 Crankpins & Bearings, Side HP, MP, LP Good.

5 Journals & Bearings All Good.

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OPINION OF MACHINERY AND RECOMMENDATIONS The Machinery of this vessel is eligible in my opinion to remain as now classed in the Register Book with fresh record of E.S. 6,60, M.B.S. 6,60 when surveys have been completed.

Date of Committee TUESDAY - 8 AUG 1961

Decision Deferred

32 Essential Independent Pumps (Identify by position) All Good.

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls Good.

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? Good.

35 ~~Feed Water Heaters~~ 36 ~~Feed Water Heaters~~ 37 Heaters (state service) Feed & O.F. Good.

38 ~~Independent Air Pumps for Scum Pumps~~ 39 ~~Independent Air Pumps for Scum Pumps~~ 40 ~~Independent Air Pumps for Scum Pumps~~

41 ~~Oil Fuel Tanks~~ (Not forming part of hull structure) 42 ~~Oil Fuel Tanks~~ 43 ~~Oil Fuel Tanks~~ 44 Steering Machinery Good.

45 Windlass Good. 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position) All Good.

PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			/ 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 Scotch Boiler 30.6.60

Safety Valves Good.

Mountings, Doors & Fastenings Good.

Safety Valves Adjusted to Sat. Not adjusted

Boiler Securing Arrangements Good.

Main Economisers - Exhaust Gas Heated Economisers -

Steam Heated Steam Generators - Steam Generator Safety Valves Adjusted to -

Were Oil Burning System & Remote Controls examined working in accordance with Rules? NO. Forced Circulating Pumps Funnel Good.

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? None.

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)

Wear & Tear Repairs Recommended:-

2 main bearing top halves (cracked at bearing metal) to remetal.

HP bottom end bearing to remetal.

Main engine driven feed rams to skim and new neck bushes and glands to fit.

Feed pump water end liner to rebore.

Fan engine piston and rod to renew.

Tail Shaft:- A fracture 2" long extending from fwd. end of the keyway into the taper was noted and the shaft was condemned.

No spare shaft was available and the authorities were advised as to the Rule requirements for a replacement.

To complete the Engine Survey.

Electrical installation to examine.

Engine and auxiliary repairs to examine.

Engine to examine under working condition.

Fire extinguishing arrangements tested.

LEAVE THIS SPACE BLANK

Survey fees Part ES £ 45. 0. 0

Part MBS 12. 0. 0

T.S. 10.10. 0

Damage fee ...

Expenses... 17.16. 0

Date when A/c rendered 3.7.61

on the S.S./M.S. "SIRIUS"

Main Boiler Survey:- To complete the survey the safety valves remain to be adjusted under steam, the O.F. burning system and remote controls to be tested.

ER



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Lloyd's Register Foundation

SHIP'S NAME "SIRIUS" DATE OF DRILLING 15th & 16th June, 1960.

THICKNESSES OF SHELL PLATING ascertained by drilling and comparison of same with original thicknesses.
The thicknesses are in hundredths of an inch.
Drillings to be made in accordance with rules.

STRAKE		AMIDSHIPS						FORWARD						AFT						REMARKS
POSITION	Letter	Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling		Diminution if any					
			Port	Stbd.	Port	Stbd.		Port	Stbd.	Port	Stbd.		Port	Stbd.	Port	Stbd.				
Bridge Sheerstrake																				
Bridge Strake below																				
Sheerstrake ...							.44	.44	.44	0	0	Thick Plate	.57	.57				
1st Strake below							.36	.33	.33	.03	.03	.36	.31	.33	.05	.03				
2nd " "							.36	.30	.30	.06	.06	.36	.33	.33	.03	.03				
3rd " "							.36	.33	.33	.03	.03	.36	.31	.32	.05	.04				
4th " "							.36	.30	.30	.06	.06	.36	.32	.31	.04	.05				
5th " "							.36	.31	.32	.05	.04	.36	.31	.32	.05	.04				
6th " Keel							.55	.50	-	.05	-	.55	.50	-	.05	-				
7th " "																				
8th " "																				
9th " "																				
10th " "																				
11th " "																				
12th " "																				

THICKNESSES OF SHELL PLATING IN WAY OF END CARGO TANKS
IN OIL TANKERS—IF DRILLED

STRAKE		FORWARD TANK						AFTER TANK						REMARKS
POSITION	Letter	Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling		Diminution if any				
			Port	Stbd.	Port	Stbd.		Port	Stbd.	Port	Stbd.			
Bridge Sheerstrake														
Bridge Strake below														
Sheerstrake ...														
1st Strake below														
2nd " "														
3rd " "														
4th " "														
5th " "														
6th " "														
7th " "														
8th " "														
9th " "														
10th " "														
11th " "														
12th " "														

Drillings within
.5L amidships.
Aft between fr. 34 & 35
Fwd. between fr. 41 & 42.

In note
R.F.C
24/6/60

Surveyor to Lloyd's
Register of Shipping

THICKNESSES OF STRENGTH DECK PLATING AS ASCERTAINED BY DRILLING at two positions within the half length
amidships and comparison with original thicknesses.
STATE EXACT FRAME STATIONS OF DRILLINGS

STRAKE		FORWARD						AFT				REMARKS
		Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling		Diminution if any		
			Port	Stbd.	Port	Stbd.		Port	Stbd.	Port	Stbd.	
Stringer Plate	...	.54	.45	.45	.09	.09	.54	.45	.45	.09	.09	Stringer plate fr. 35-37 p & s drilled
1st Strake Inboard	...	.38	.31	.31	.07	.07	.38	.32	.31	.06	.07	& found .33" & recommended to be
2nd	" "	.40	.36	.38	.04	.02	.40	.34	.37	.06	.03	renewed (Original .54").
3rd Trunk Side	...	.40	.37	.38	.03	.02	.40	.37	.39	.03	.01	Stringer plate fr. 38-40 p & s
4th Trunk Top	...	.36	.30	.30	.06	.06	.36	.30	.29	.06	.07	found .36" (original .40").
5th	" CL	.36	.30	-	.06	-	.36	.30	-	.06		
6th	" "											

If the plating is not fitted in longitudinal strakes, the arrangement should be shown on a sketch and position of drillings indicated.