

Rpt. 9

Date of writing report 26.6.61 Received London Port Piraeus No. 9081
Survey held at Suda Bay No. of visits 4 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

Table with 4 columns: Item, Hull, Machinery, and Value. Rows include oil tanker, SS, DS, ES, MBS, TS CL, and SPS.

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, Top Ends & Guides Side Centre HP, MP, LP Good.
4 Crankpins & Bearings Side Centre HP, MP, LP Good.
5 Journals & Bearings All Good.

MARK ENGINE DRIVEN AIR COMPRESSORS
6 CYLINDER CROSSHEADS
7 CRANKPINS & BEARINGS
8 JOURNALS & BEARINGS
9 MAIN ENGINE DRIVEN SCAVENGER PUMPS
10 CYLINDER CROSSHEADS
11 CRANKPINS & BEARINGS
12 JOURNALS & BEARINGS
13 VALVES & GEARS
14 MAIN ENGINE DRIVEN PUMPS
15 SCREWDRIVERS

MARK ENGINE DRIVEN SCAVENGER PUMPS
11 CYLINDER CROSSHEADS
12 CRANKPINS & BEARINGS
13 JOURNALS & BEARINGS
14 VALVES & GEARS
15 MAIN ENGINE DRIVEN PUMPS
16 SCREWDRIVERS
17 STEERING GEAR

MARK ENGINES
18 CYLINDER CROSSHEADS, BEARINGS, CRANKPINS & JOURNALS
19 PORT & STARBOARD STEERING ENGINES
20 STEERING COMPASSES
21 CYLINDER CROSSHEADS, BEARINGS, CRANKPINS & JOURNALS
22 PORT & STARBOARD BEARINGS

23 THRUST BLOCKS, SHAFTS & BEARINGS Good.
24 PORT & STARBOARD BEARINGS & CRANKPINS
25 HOLDING DOWN BOLTS & CHOCKS Good.
26 CONDENSERS (MAIN & AUX.) Good.
27 STEERING GEAR
28 PORT & STARBOARD BEARINGS
29 STOP & MANOEUVRING VALVES Good.
30 MAIN ENGINE DRIVEN PUMPS Good.

31 Have Main Engines been tested working and manoeuvring? No.
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

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

If certificate is required state where to be sent

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	POSITION	Letter	AMIDSHIPS				FORWARD				AFT				REMARKS			
			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 ...																		
1st Strake below							.44	.44	.44	0	0	Thick Plate	.57	.57				
2nd " "							.36	.33	.33	.03	.03		.36	.31	.33	.05	.03	
3rd " "							.36	.30	.30	.06	.06		.36	.33	.33	.03	.03	
4th " "							.36	.33	.33	.03	.03		.36	.31	.32	.05	.04	
5th " "							.36	.30	.30	.06	.06		.36	.32	.31	.04	.05	
6th " "							.36	.31	.32	.05	.04		.36	.31	.32	.05	.04	
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	POSITION	Letter	FORWARD TANK				AFTER TANK				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.
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

Phillips
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	POSITION	Letter	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 Plate54	.45	.45	.09	.09	.54	.45	.45	.09	.09	Stringer plate fr. 35-37 p & s drilled
1st Strake Inboard38	.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 Side40	.37	.38	.03	.02	.40	.37	.39	.03	.01	Stringer plate fr. 38-40 p & s
4th Trunk Top36	.30	.30	.06	.06	.36	.30	.29	.06	.07	found .36" (original .40").
5th " "			.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.

