

COPY.

# Lloyd's Register of Shipping.



Port of GRIMSBY.

27th April, 1950.

This is to Certify that

J. MACLEOD and G. C. VAUX.

the undersigned Surveyor to this Society did at the request of

the Owners' Representative survey the S/S. "OYONET", 3726 tons gross of Panama, in order to ascertain the nature and extent of damage alleged to have been sustained through mine explosion W.N.W. of Verschelling Light vessel on 13th March, 1950, when on a voyage from Emden to Ardrossan in loaded condition (scrap).

For further particulars, please see Log Books.

On the 20th April, 1950 and later dates, visited this vessel whilst in the Number Graving Dock at Immingham, and on examination found and recommended as follows:-

## FOUND

## RECOMMENDED

(Plating and framing numbered from aft)

Shell Plating, Keel Stroke.

No.2 plate set up & buckled.

Renew together with shoe plate doubler.

No.3 plate set up.

Remove, fair and refit.

No.4 plate set up.

Remove, fair and refit.

Shell Plating (Port Side).

A.2 plate badly buckled.

Renew.

A.3 plate badly buckled.

Renew.

A.4 plate badly buckled.

Renew.

A.5 plate set up.

Remove, fair and refit.

B.1 plate forward end buckled.

Crop end part renew.

B.2 plate badly buckled.

Renew.

B.3 plate badly buckled.

Renew.

B.4 plate badly buckled.

Renew.

B.5 plate slightly set up.

Remove, fair and refit.

C.1 plate badly buckled.

Renew.

C.2 plate badly buckled.

Renew.

C.3 plate slightly set up.

Remove, fair and refit.

D.2 plate badly buckled.

Renew.

D.3 plate badly buckled.

Renew.

D.4 plate badly buckled.

Renew.

Contd.../...

Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that: the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly carried out; it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Members, or the Surveyors, or other Officers or Agents of the Society."

Sheet No.2.

s.s. "CYGNET"

FOUND

- D.5 plate slightly set up.
- D.6 plate slight local set up.
- E.2 plate badly buckled.
- E.3 plate badly buckled.
- E.4 plate badly buckled.
- F.2 plate forward end buckled.
- F.3 plate badly buckled.
- F.4 plate badly buckled.
- F.5 plate slightly buckled.
- F.6 plate slightly buckled.
- G.2 plate slightly buckled.
- G.3 plate slightly buckled.
- G.4 plate slightly buckled.
- G.5 plate slightly buckled.
- G.6 plate slight local buckling.

Shell Plating (Starboard Side)

- A.2 plate badly buckled.
- A.3 plate badly buckled.
- A.5 plate slightly buckled.
- B.2 plate badly buckled.
- B.3 plate slight local buckling.
- B.4 plate slightly buckled.
- B.5 plate slightly buckled at aft end.
- D.2 plate forward half buckled.
- D.3 plate slightly buckled.
- E.2 plate slightly buckled.
- F.3 plate slight local buckling.

No.3 Hold.

8 Frames (p.s.) and 7 frames (s.s.) distorted.

No.4 Hold.

Several frames (p.& s.) slightly set in.  
Forward centreline bulkhead stiffeners set in.  
Forward bulkhead slightly buckled (p.& s.).  
Aft Peak Bulkhead buckled (p.s.).  
Deck over (p.& s.) leaking.  
Tunnel set over to port side and distorted in No.4 Hold. Also set down in way of mast.

Rudder: Bottom Gudgeon broken and half missing.

Windlass: (temporarily repaired).

Steering Gear.

Emergency steering gear (hand) defective.

Mooring Winch on Poop Deck.

Air and Sounding Pipes.

Damage Report continued.

RECOMMENDED

- Remove, fair and refit.
- Fair in place.
- Renew.
- Renew.
- Renew.
- Crop and part renew.
- Renew.
- Renew.
- Remove, fair and refit.
- Remove, fair and refit.
- Remove, fair and refit.
- Remove, fair and refit.
- Remove, fair and refit.
- Remove, fair and refit.
- Fair in place.

- Renew.
- Renew.
- Remove, fair and refit.
- Renew.
- Fair in place.
- Remove, fair and refit.
- Fair in place.
- Crop and part renew.
- Remove, fair and refit.
- Remove, fair and refit.
- Fair in place.

To heat and fair in place.

To be dealt with as necessary.

To remove, fair and refit.

To release at boundary, fair and refit.

To release and fair.

To be repaired as necessary.

Side plating to remove and refit. Mast to lift and tunnel top plating to fair.

Rudder to lift for further examination. Broken gudgeon to repair by welding and efficient strapping.

To open up and repair as necessary.

To open up for examination. Chain, rods, etc. to clean.

To open up and repair as necessary.

To open and overhaul.

Wood casings to remove for examination.

Sheet No.3.

S.S. "CYONET"

Damage Report continued.

FOUND

RECOMMENDED

Hold Bilges.

Wood sheathing and cement  
chocks to remove for further  
examination.

Tank top Nos.3 & 4 Holds.

Wood sheathing to remove for  
examination.

Tank and Bilge suction lines  
defective.

To be examined and tested.

Double Bottom Tanks Nos.3, 4 & 5.

To clean out for examination.

Water service piping defective.

To repair as necessary.

Sanitary and fresh water  
services.

Fractured piping to renew.  
Systems to test.

Fore'sle Head.

Starboard fairlead broken.

To renew.

Deck strained.

To hose test.

Fore'sle Door frame broken.

To repair as necessary.

Bulwark Rail aft started.

To re-rivet.

No.2 Hatch: Coaming brackets  
forward and aft fractured.

To repair by welding.

Midship Accommodation.

Direction Finder loose.

To refit and test.

Compass and Binnacle loose.

To refit.

Wood deck.

To hose test.

Wireless Cabin: Instruments  
smashed and broken.  
Accumulators and batteries  
broken.

To be renewed as necessary  
and refitted.  
To be renewed.

Wireless Operators Cabin.

Lining shaken.

To repair as necessary.

Deck head leaking.

To repair as necessary.

Instruments badly shaken.

To test and repair as necessary

Chart House: Badly shaken.

Linings, lockers etc. to refit.

Aldis Lamp broken.

To renew.

Chronometer damaged.

To be repaired.

Upper Bridge.

Telegraph broken.

To be reconditioned and leads  
to Engine Room repaired and  
tested.

Compass and Binnacle shaken.

To be refitted.

Azimuth mirror lost.

To re-instate.

Electrical fittings shaken.

Repair or renew as necessary.

Bridge Windcreens and dodgers  
damaged.

To repair as necessary.

Ships bell and standard broken.

To be renewed.

Bridge deck bulwark rail shaken.

To be repaired.

Saloon.

Overhead ceiling, linings,  
fittings etc. shaken and damaged.

To repair as necessary.

Sideboard marble top broken.

To renew.

Mirrors broken.

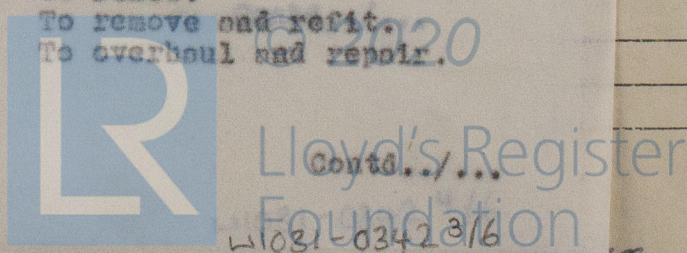
To renew.

Steam radiators loosened.

To remove and refit.

Fireplace shaken.

To overhaul and repair.



Sheet No.4.

S.S. "CYGNET"

FOUND

Damage Report continued.

RECOMMENDED

Pantry.

Fittings and furnishings shaken.

To be repaired as necessary.

Captain's Bathroom.

Fittings and furnishings shaken.

To be repaired as necessary.

Chief Officer's Cabin.

Washbasin cracked.

To renew.

Fittings and furnishings shaken.

To be repaired as necessary.

Boiled Store.

Door panel broken.

To renew.

Engineers' Rooms.

Furniture displaced and broken.

To be repaired as necessary.

Boatswain's Room.

Fittings shaken.

To be repaired and refitted.

Petty Officers' Accommodation.

Patent flooring set up.

To port renew.

Fittings and furnishings shaken.

To repair and refit as necessary.

Galley.

Stove broken.

To renew.

Fittings shaken and loose.

To be repaired and refitted.

Doors loose.

To be repaired and refitted.

Skylight shaken.

To be repaired.

Floor leaking to hold.

To be repaired.

Cook's Room.

Furniture displaced and broken.

To be repaired as necessary.

Engineers' Messroom.

Furniture displaced and broken.

To be repaired as necessary.

Firemen's Clothes Cupboard.

Displaced and broken.

To repair and refit.

Refrigerator Chamber.

Grids sprung.

To refit and pipes to test.

Refrigerator.

Machine to overhaul and test.

Aft Deck.

Poop bulkhead (p.s.) set in slightly.

To release and fair.

A number of guard stanchions bent.

To fair and refit.

Nos.3 & 4 cargo winches

To open up for examination and repairs.

damaged.

Sounding Pipes sprung.

To be repaired.

Poop door frame fractured.

To be repaired.

Crew Accommodation Aft.

Bunks displaced and broken.

To be repaired as necessary.

Minor bulkheads sprung and broken.

To be cleaned and refitted.

A number of portglasses broken.

To be renewed.



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Foundation

Sheet No. 5.

S.S. "CYGNET"

Damage Report continued.

FOUND

RECOMMENDED

Rigging.

Standing and running rigging examined.

Nil.

MACHINERY.

Found:- HP cylinder broken at foot on column. Various stiffening ribs on underside of cylinder block fractured. Joint between HP and LP cylinders leaking. Three thrust shaft shoes broken. Intermediate shaft watertight gland on thrust recess bulkhead broken. Intermediate shaft bearing keeps in tunnel destroyed; water service pipes (secured to tunnel roofing) flattened above shaft couplings showing intermediate shafting had jumped approximately twelve inches in height; lead packing between stern tube flange and After Peak tank bulkhead started; tank and bilge piping destroyed in the tunnel. Forward section of main engine bedplate fractured on after side; checks and wood packing slack at the after end of the bedplate in way of engine driven pumps. Main condenser moved and securing angles pulled off shell. Hotwell overflow pipe and air pump relief valve (Edwards type) fractured. Pumping arrangements in engine room generally destroyed (pipes and distribution valve boxes damaged). There was evidence of the two boilers having moved by the position of the funnel when examined. Steam and exhaust pipes on boiler tops disturbed. Boiler and machinery spaces had been flooded submerging the main and auxiliary pumps and electric generator. Tip of one propeller blade broken off.

Recommended:- Main and auxiliary machinery to be removed from the vessel in their entirety; opened out, cleaned, examined and dealt with as found necessary. Propeller to be renewed. Sea connections to be opened out, cleaned, examined and hydraulically tested. Stern bush to be withdrawn, stern tube to be cleaned, examined and hydraulically tested. Screw shaft, intermediate, thrust and crank shafting to be examined in lothe; tunnel bearing keeps, thrust recess bulkhead gland and thrust shoes to be renewed. Main engine bedplate (forward section) to be renewed; remaining portion of bedplate to be examined together with all holding down bolts and checks. Coupling bolts in crank, thrust and intermediate shafting to be renewed. Pumping arrangements to be thoroughly examined, distribution valve boxes and piping to be hydraulically tested and made good where necessary. Main condenser to be opened out for re-securing angles pulled off shell and examination of tubes and tube plates, condenser to be tested. HP cylinder to be renewed. Joint between HP and LP cylinders to be remade. Stiffening ribs on underside of cylinder block to be examined and dealt with as necessary. Main and auxiliary steam and feed pipes to be removed, annealed, hydraulically tested, examined and renewed where necessary. Boiler mountings to be removed for examination of studs in shell, mountings to be hydraulically tested before refitting. Boilers to be examined internally and externally, hydraulically tested, checked for true position on boiler stools (re-positioned if moved), and on completion examined under steam and the safety valves adjusted to working pressure. Funnel to be examined and re-positioned; guys, casings etc. to be dealt with as necessary.

Contd. 2020



Lloyd's Register Foundation

U.S. "CYCNET"

Damage Report continued.

Machinery contd.

The main and auxiliary pumps, electric generator having been submerged in water, it is recommended that these be opened out, cleaned and further examined. All electrical circuits to be megger tested and dealt with as necessary (main switchboard and tunnel circuit to be specially examined on account of damage by water).

All removals necessary in order to carry out the foregoing recommendations to be afterwards replaced and made good with part new material if necessary, and all damaged cement and paint-work to be made good as required.

Any further damage which may be disclosed in executing the repairs not enumerated to be made good as expedient.

The vessel to be restored as far as practicable to the same condition as before the alleged casualty occurred.

On 30th April, 1980, visited this **SURVEYOR** **STO LLOYD'S REGISTER**  
 Dealer Graving Dock at Birmingham and on examination found and  
 recommended as follows:-

Fee:- £31.10. 0d.

Exps:- £- .10. 4d.

G. B. MacLeod

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W1031-0342 6/6

travelling expenses (if chargeable) £ - : - : -

RECEIVED BY ME,

Committee's Minute ..... FBI 15 SEP 1950

### Engineer Surveyor to