

## REPORT OF SURVEY FOR REPAIRS, &amp;c., OF ENGINES AND BOILERS

(Received at London Office

10 AUG 1950

Date of writing Report 19.7.1950 When handed in at Local Office 19.7.1950 Port of Glasgow.

No. in Survey held at Glasgow. Date. First Survey 4.4.50 Last Survey 6.7.1950 (No. of Visits 2)

1144 on the Machinery of the Wood, Iron or Steel "Granhill"

Tonnage Gross 4042 Vessel built at Sunderland. By whom Shipbuilding Corp. Ltd. (Wear branch) When 1944. 10.

Net 4816 Engines made at Clydebank. By whom John Brown &amp; Co. Ltd. When 1944.

Nominal Horse Power 612 M.H.P. Boilers, when made (Main) 1944. Owners' Address: Owners Goulandris Bros. Ltd. 1944.

No. of Main Boilers 2 (Main) Owners' Address: (If not already recorded in Appendix to Register Book.) Port LONDON. Voyage

No. of Donkey Boilers 1 Managers If Surveyed Afloat or in Dry Dock Drydock. (State name of Dock.) Green dry dock No 2.

Steam Pressure in Main Boilers 220 lbs. Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

in Donkey Boilers 220 lbs. Last Report No. 2A041 Port Glasgow

Particulars of Examination and Repairs (if any) Docking &amp; part (illegible) 100 A1

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined

Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" " Donkey " " " "

If not, state for what reasons What parts of the Boilers could not be thus thoroughly examined?

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

State latest date of internal examination of each boiler Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? No. Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed? If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the stern bush 3/32" Is electric light fitted? Yes. If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Engine parts, when referred to by numbers, should be counted from forward.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. To complete the survey the fitting &amp; hot oil lines, heating coils in Nos 3 P/B &amp; No 7 P/B &amp; Star D/B &amp; Safety valves of all boilers adjusted under steam. This will be done at Greenock.

Now Done: Vessel placed in dry dock. Propeller &amp; underwater fastenings examined &amp; found good.

REPAIRS: An additional sea water inlet valve has been fitted to the ships side for use with the fire pump. The pad &amp; valve were fitted as per rule requirements.

A satisfactory 450 lb. hydraulic test was carried out on No 6 P/B, D/B heating coils.

Copy of report sent Gov.

General Observations, Opinion, and Recommendation: The machinery of this vessel as now seen, is in efficient

(State clearly what alteration, if any, suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &amp;c.; thus, for example, BS 9.11, S&amp;MS 9.11 &amp; LMC 9.11 or &amp; LMC 140 lb., FD, &amp;c.)

condition &amp; eligible in my opinion to remain as classed with fresh record of BS and notation converted to oil fuel, with date as recommended by Greenock office when the survey has been completed. (See Greenock letter 20/6/50).

Survey Fee (per Section 29) £ : Fees applied for

Special Damage or Repair Fee (if any) £ : Received by me

Travelling expenses (if chargeable) £ : 19

Committee's Minute GLASGOW 9 AUG 1950

Assigned See Lyrk Report No 24180