Rpt. 9.

No. 97185

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office FEB 24 1939)

Date of writing Report 21 Feb 1939. When handed in at Local Office 21/2/1939 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book. ~~15339~~ Survey held at Blyth Date, First Survey 1st Dec/38 Last Survey 15 Feb 1939 (No. of Visits 4)

on the Machinery of the ~~Wood, Iron or~~ Steel S.S. "GLEN SPRAY" ex Halladale

Tonnage { Gross 312 / Net 128

~~Nominal~~ R Horse Power { 61 ~~45~~

No. of Main Boilers 1

No. of Donkey Boilers –

Steam Pressure— in Main Boilers 130

in Donkey Boilers –

Vessel built at Gr. Yarmouth By whom Crabtree & Sons When 1921 1 (Year. Month.)

Engines made at Yarmouth By whom -do- When 1921

Boilers, when made (Main) 1921 (Donkey) –

Owners South Wales Sand & Gravel Co Ltd Owners' Address (if not already recorded in Appendix to Register Book.)

Managers R. A. Bevan Port Swansea Voyage

If Surveyed Afloat or in Dry Dock Both. Blyth Dock & SB Co Ltd (State name of Dock.)

Last Report No. Port Docking & Alterations

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey Date of last Survey and of Periodical Surveys.	Years passed now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1 8.38		+L.M.C
S.S. Dub No 3. 5. 33		B.B. 8.38
S.S. Shl No 1. 37		M.S. 9.37
		C.L.N. 9.37
Cargo battens not fitted.		

Particulars of Examination and Repairs (if any) for Sand Tank

(Periodical Surveys, when held, must be reported in detail and seriatim 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? No

" " Donkey " " ✓

If this was not done, state for what reasons? Boiler not due for survey

And what parts of the Boilers could not be thus thoroughly examined? ✓

Also 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) good

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

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ 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 screw shaft now been drawn and examined? No Is it fitted with continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

State date of examination of Screw Shaft ✓ State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft 1/8.

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

Is electric light and/or power fitted? ✓

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.? ✓

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

How done – Propeller, outside fastenings of sea connections examined and found in order.

Sand Pump. Drysdale Centrifugal Type – fitted on fore deck. Steam taken from deck steam line on fore deck and exhaust led back into deck exhaust line. 1½"

Steam Ejectors. – Two ejectors fitted for draining Sand Tank sump. Deck steam line tapped for steam supply.

Additional Condenser Circulating Pump – Small weirs type circulating pump. 4½"×5"×6" fitted in Eng Room Port side aft for circulating condenser. New 2" sea cock satisfactorily fitted to ships side. 2" discharge taken into original

General Observations, Opinion, and Recommendation:— The machinery of this vessel

(State clearly what alteration, if any, is 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, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, ✠ L.M.C. 9,11, or ✠LMC 140 lb., F.D., &c.) CS 5,34,

is, in my opinion eligible to remain as now classed. Owners new Sand Tank Drain pump to be fitted in Eng Room & tried on completion

Survey Fee (per Section 29) £ : : 3. 3. 0

Alterations

Special Damage or Repair Fee (if any) (per Section 29.) £ : :

Travelling expenses (if chargeable) £ : :

Fees applied for 23 FEB 1939

Received by me, 15. 3 1939 £1 16/3

John Smalley

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 10 MAR 1939

Assigned See Surv. Rpt

22058

Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to

005377-005386-0171 1/2

Rpt. 9a.

Port of NEWCASTLE-on-TYNE. Continuation of Report No. 97185 dated 15/2/39 on the

S/S. "Glen Spray"

original -

General service pump discharge line to condenser. Steam taken from aux steam line. New 4 way piece fitted in lieu of existing 3 way piece & 1½ GM Stop valve fitted controlling steam supply. Exhaust taken back to existing drain tank in Eng. Room.

New Bye pass line fitted from deck & aux exhaust line cock at exhaust tank & taken to condenser. Condenser drilled and satisfactory branch piece fitted to take this line

Sand Tank Drain Pump. - A new drain pump supplied by the owners is to be installed on seating now prepared in Eng Room S. Side fwd. Steam line now fitted from 4 way piece in aux steam line. 3" Suction line installed as per approved plan led to Sand Tank sump with satisfactory connections at bulkheads. Discharge led overboard through new 2½" Ship side valve on S. Side Eng Room. This new pump to be installed at Swansea & tried on completion.

The foregoing pipe lines and connections have been satisfactorily fitted and securely supported. All in accordance with the plan approved 21/2/38. (attached).

J.

005377-005386-0171 2/2

Some alterations carried out as approved, for carrying & pumping sand.

It is submitted that this vessel is eligible to remain as CLASSED.

3/3/39