

(Received at London Office 110 AUG 1950)

No. 24180

Rpt. 8.

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 2nd AUGUST 1950 When handed in at Local Office 5th AUGUST 1950 Port of GREENOCK

No. in Survey held at GREENOCK & GLASGOW Date, First Survey 5th MAY 1950 Last Survey 18th JULY 1950
Reg. Book. 61349 on the Wood, Iron or Steel S.S. GRANHILL (No. of Visits 18)

Built at SUNDERLAND By whom SHIPBUILDING CORP LTD When 1944 MONTH 10

Owners GOLLANDRIS BROS. LTD Owners' Address LONDON
(If not already recorded in Appendix to Register Book)

Managers Managers Port belonging to LONDON

Surveyed Afloat or in Dry Dock? BOTH Name of Dock in Drydock at Greenock and Glasgow } Destined Voyage ✓

Cell/Dor/DBa. feet; uE & B. feet; f. fee
total capacity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.
N.B. All alterations in the existing records should be underlined.

Last Report, No. 75907 24041 Port Glasgow

PARTICULARS OF CLASSIFICATION (which must be inserted precisely as in Register Book & Supplements)	
CHARACTER	Machinery and Boiler Surveys (Including date of N.B., if any)
* for Special Survey and of Periodical Surveys	
+ 100 Al. with	+ LMC 9,48
Freeboard 10,49	B.S 9,49
SS Pir - 9,49	T.S.C.L.N. 10,49

Butts & shell dock plating Elec. welded

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 to whom and why they were declined *not reqd.*

Was a damage report made by anyone else? if so, by whom? *J. White Boyd for Underwriter*

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Dry Docking, damage & Conversion to oil fuel*
Dry Docking vessel placed in dry dock, bottom & rudder cleared, examined & recoated. A number of rivets built up by electric welding. Shell plates (Star side) G. 12, G. 6, H, 11, & F. 6 found undated & it is recommended that they be made an endorsement to be dealt with at the Owners' convenience Date of undocking July 9th 1950

Damage stated to have been sustained by heavy weather on a voyage from London to St John's New Brunswick from 14th February to 5th March 1950

Repairs now carried out
Rudder taken out of vessel, white metal bush in upper rudder bearing renewed
Bronze bush in way of bottom pintle renewed. Small circumferential fracture in bottom pintle electrically welded. P.T.O

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place ...								

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks <i>good</i>		<i>plated</i>	<i>good</i>	<i>good</i>			When fitted, Month Year ✓
Caulking of Decks	"	"	"	Coal Bunkers, Openings, Covers, &c.			
Coamings	"	Cement or Asphalt	"	Oil Bunkers	<i>good</i>		Boats <i>good</i>
Beams & Fastenings	"	Rudder	<i>good</i>	Scuppers	"		Masts, Yards, &c.
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"		Condition, how ascertained (State if wedges removed) <i>from dk</i>
" in way of sidelights	"	Windlass	"	Hatches	"		Equipment letter
Frames <i>plated</i>	"	Have pumps been examined and found efficient? <i>plated good</i>		Planking			Anchors. No. of <i>3.1</i>
Reverse Frames <i>plated</i>	"	Have Sluice Valves been examined and found efficient? ✓		Caulking			Cables (State if now ranged) <i>no</i>
Longitudinals		Have Watertight Doors been examined and found efficient? <i>not exd.</i>		Treenails			" length <i>stated complete</i>
Transverse		Have Ventilators and their Coamings been examined and found efficient? <i>yes</i>		Breasthooks & Stemson			" size <i>good</i>
Stringers <i>plated</i>	<i>good</i>	Air and Sounding Pipes <i>good</i>		Transoms, Pointers & Crutches			Chain Locker <i>good</i>
Inner Bottom Plating	"	Doubling Plates under Scunding Pipes ✓		Timbers of Frame at openings			Hawsers & Warps
Have the Tanks been examined internally? <i>yes</i>				" at other places			Standing and Running Rigging ✓
Have the Tanks been tested? <i>yes</i>				Stringers, Clamps & Shelves			
				Salting			

General Observations, Opinion as to Class, Recommendation, &c. :- This vessel as far as now seen, is in an efficient condition & is eligible, in our opinion, to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38. and do have record of docking survey 7,50 and the notation "fitted for oil fuel. 7,50 F.P above 150°F"

Survey Fee (per Section 29)	Fees applied for,
Special Damage or Bonus Fee (if any) DUE GLASGOW 10: 10: 0	5 th AUG. 1950
DAMAGE LATE FEE: DUE GLASGOW 5 5: 0	Received by me,
Travelling Expenses (if chargeable) GLASGOW 10 10: 0	19
CONVERSION TO OIL FUEL GREENOCK 52 10: 0	
Second Surveyor's Fee (if any) LATE FEES GREENOCK 8 8: 0	

Character Assigned 7.50 *pl's with endorsement*
Fitted for oil fuel 7.50 F.P. above 150°F

Rpt. No. 27.9.10

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

MADE AND PRINTED IN ENGLAND

002477-002484-0013



