

Rpt. 8.

(Received at London Office 110 AUG 1950)

No. 24180

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 2ND AUGUST 1950 When handed in at Local Office 5TH AUGUST 1950 Port of GREENOCKNo. 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 10

TONNAGE: GROSS 7072 Owners GOLLANDRIS BROS. LTD Owners' Address LONDON
UNDER DECK 6614 Managers ✓ Port belonging to LONDON
NET 4816

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

Cell DB or 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 Greenock

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. Machinery and Boiler Surveys (Including date of N.B., if any).

+ 100 Al. with. + LMC 9,48
Freeboard 10,49 B.S. 9,49
SS Plt - 9,49 T.S.C.L.N. 10,49

Butts & shell & deck 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

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 undamaged & it is recommended that they be made an endorsement to be dealt with at the Owner's convenience Date of Undocking July 9th 1950Damage stated to have been sustained by heavy weather on a voyage from London to St John's & Rio Brunswick from 1st 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 Fairred or Repaired

Fairred or Repaired in place

PRESENT CONDITION OF THE

Decks good Bulkheads plated good Engine Room Skylights good

Caulking of Decks " Ceiling " Coal Bunkers, Openings, Covers, &c. good

Coamings " Cement or Asphalt " Oil Bunkers good

Beams & Fastenings " Rudder good Scuppers "

Outside Plating " Steering gear and its connections " Cargo Hatchways "

" in way of sidelights " Windlass " Hatches "

Frames plated good Have pumps been examined and found efficient? plated good

Reverse Frames plated good Have Sluice Valves been examined and found efficient? "

Longitudinals " Have Watertight Doors been examined and found efficient? Not exd.

Transverse " Have Ventilators and their Coamings been examined and found efficient? Yes

Floors " Air and Sounding Pipes good

Stringers plated good Doubling Plates under Scundling Pipes

Inner Bottom Plating " State if examined.

Have the Tanks been examined internally? Yes

Have the Tanks been tested? Yes

Copper, or Y.M. ✓

(State if on Felt.) ✓

When fitted, Month ✓ Year ✓

Boats good

Masts, Yards, &c. from dk

Condition, how ascertained from dk

(State if wedges removed.)

Equipment letter

Anchors. No. of 3.1

Cables (State if now ranged) No

" length Stated complete

" size

Chain Locker good

Hawsers & Warps "

Standing and Running Rigging "

Gutter

General Observations, Opinion as to Class, Recommendation, &c.:— This vessel as far as

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

now seen, is in an efficient condition & is eligible, in our opinion, to remain as classed.

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, 5TH AUG. 1950.

Special Damage or Repair Fee (if any) DUE GLASGOW 10: 10: 0 Received by me, 19

DAMAGE LATE FEE: DUE GLASGOW 5: 5: 0

Travelling Expenses (if chargeable) GLASGOW 10: 10: 0

CONVERSION TO OIL FUEL GREENOCK 52: 10: 0

Second Surveyor's Fee (if any) LATE FEES GREENOCK 8: 8: 0

Committee's Minute ✓

Character Assigned 7.50 g/l's with endorsement

Fitted for oil fuel 7.50 F.P. above 150°F

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Lloyd's Register Foundation

Conversion to oil fuel arrangements made to carry oil fuel (F.P. above 150°F) in double bottom tanks Nos 3, 4, 6 & 7 & in engine room wing tanks.

Cofferdam fitted below wing tanks P45. in way of fresh water double bottom tank. A cofferdam fitted between No 4 & 5 tanks. Cofferdam already fitted between No 5 & 6 tanks in original construction.
(tunnel side tank)

Double bottom tanks Nos 3, 4, 6 & 7, cleaned & scaled. Centre girder made watertight. Tank top seams & bulk in No 7 tank welded originally & seams in other tanks double rivetted. Single seam on tunnel sides welded. Single seam on end bulkheads also welded. All double bottom tanks tested to upper dk on completion as required by the rules. Gutterway bar & sheathing fitted at fore end of No 7 tank.

Wing Tanks in Engine Room cleaned & scaled. all seams, butts & boundary bars welded, cofferdam fitted at bottom. the starboard wing tank divided forming two settling tanks & oil tank. all these alterations carried out in accordance with plan approved 3/4/50 a copy of which is enclosed. drip trays with drain pipes fitted under overhanging portion of tanks. and the completed tanks tested in dry dock with satisfactory results. Gutterway bars fitted on tank top in engine room & in hold. cladding fitted on after bulkhead in hold & deck above settling tanks fitted with wood skatting.

all air pipes to wing tanks & double bottom tanks fitted as per plan & gauge fitted. Short sounding pipes in engine room fitted with self closing cocks.

General examination made of decks, deckhouses, casings, hatchways, engine & boiler space & hold between decks.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collection Weight																
	Stream.....																
	Kedge																

* If Patent state name of Patentee.
 If Stockless state Mechanical Test

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]