

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

Date of writing Report 29th July 1950 When handed in at Local Office 2nd August 1950 Port of Greenock
 No. in Reg. Book 61349 Survey held at Greenock Date First Survey 2-5-50 Last Survey 17-7-1950
 on the Machinery of the Wood, Iron or Steel S.S. "GRANHILL" (ex "Empire Cordway" -48)
 Tonnage Gross 7042 Vessel built at Sunderland By whom Shipbuilding Corp Ltd (Wear Branch) Year 1944 Month 10
 Net 4816 Engines made at Clydebank By whom Totten Burner Co Ltd When 1944 Month 10
 Nominal 512 H.P. Boilers, when made (Main) 1944 (Donkey) (Auxiliary) 1944
 Horse Power 512 H.P. Owners Goulandris Bros Ltd Owners' Address London
 No. of Main Boilers 2 (S.P.) Managers ✓ (If not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Afloat Port London Voyage ✓
 Steam Pressure in Main Boilers 220 lbs (State name of Dock.) Curbin House Quay & Tannery Dock
 in Donkey Boilers 220 lbs

Last Report No. PortParticulars of Examination and Repairs (if any) Oil Fuel Conversion
May Damage Repair. B.S.

(Periodical Surveys, when held, must be reported in detail and verbatim 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. YES - NOT REQUIRED

Was a damage report made by anyone else? If so, by whom? YES - LINDENHUTER'S SURVEYOR

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

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

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

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? EXAMⁿ COMPLETE

State latest date of internal examination of each boiler P. 13-7-50 S. 13-7-50 Aux. 13-7-50

Did the Surveyor examine the Safety Valves of the Main Boilers? YES To what pressure were they afterwards adjusted under steam? 220 lbs

Did the Surveyor examine the Safety Valves of the Donkey Boilers? YES To what pressure were they afterwards adjusted under steam? 220 lbs

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

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? YES and of the Donkey Boilers? YES

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? No 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 ✓

Is electric light and/or power fitted? YES If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

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

Now done on account of damage said to have occurred at various dates whilst on voyage from London to St. John New Brunswick port loaded from 15th February 1950 to 5th March 1950 also from St. John to San Pedro de Macoris (San Domingo) in ballast from 8th to 14th March 1950 & on loaded voyage San Domingo to Greenock from 29th March to 20th April 1950.

Port & Starboard Main Boilers opened & examined internally & externally in their entirety including superheater elements & headen chocks & tie manholes & fastenings & all mountings. All furnaces (5 total) found badly distorted & now renewed. (Certificate attached).

Some minor repair carried out to mountings, they being closed in good order. Both Boilers examined under an hydraulic pressure test of 150 lbs & found tight. Boilers later examined under steam & safety valves adjusted & pressure stated.

Main Engine & All cylinders opened & examined together with pistons, rings, valves & casings. H.P. & M.P. piston rods & H.P. valve spindle found badly marked. H.P. piston & valve rods

General Observations, Opinion, and Recommendation:— The machinery of this vessel is P.T.O

(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, ES 9,11, & MS 9,11 to LMC 9,11 or LMC 140 lb., FD, &c.)

As now seen in in good condition & eligible in my opinion to remain as classed with fresh record of B.S. 7-50 & with an added notation in the Register Book "FITTER FOR OIL FUEL 7-50. F.P. ABOVE 150°F"

Survey Fee (per Section 29) B.S. £ 12 : 0 : 0 Fees applied for 19

Oil Fuel Conversion. £ 50 : 0 : 0 Received by me, A. H. Sinclair & P. C. Simpson

Special Damage or Repair Fee (if any) (per Section 29.) £ 30 : 0 : 0 Received by me, 19

Travelling expenses (if chargeable) £ 1 : 0 : 0

Committee's Minute GLASGOW 9 AUG 1950

Assigned BS 7-50

Fitted for oil fuel 7-50 F.P. above 150°F

Lloyd's Register Foundation

002477-002484-0015

9. 24180.

Now done for damage (continued).

Machined, neck glands re-bushed & new metallic packing fitted. M.P. piston Rod found in unsatisfactory condition & condemned. A new Rod fitted Mark L.R. 4145. H.A.I. 26-5-50 (Certificate attached). Main Condenser - Tubes removed, tube plates dismantled & re-tapped & Condenser cleaned internally. Original tubes with exception of approximately 50 replaced. Condenser examined under test & tight.

Boilers & machinery examined under steam & found satisfactory.

Now done for B.S.

Port & Starboard Main Boilers & Auxiliary Boilers opened cleaned & examined internally & externally in their entirety including checks, ties, manholes & fastenings mounting, superheat heaters & elements. With exception of all furnaces of Port & Starboard Boilers general condition of Boilers was satisfactory. Repairs to Port & Starboard Boilers reported above on account of damage. All boilers later run under steam, found satisfactory & safety valves adjusted to pressure stated.

Oil Fuel Conversion

The vessel has been converted to Oil burning at this time. All alterations have been satisfactorily carried out as per attached plans (previously approved 6-4-50). The requirements of Section 18 of the Society Rules (1948-49) have been complied with so far as they were applicable.

Fuel unit was manufactured under survey by Messrs. TOWN OIL BURNERS LTD.

MARK. N°3 DUPLEX SET N° 1966. HEATERS TESTED LLOYDS 5001650

PUMPS - WEIRS N°3 239253 & 239256.

Transfer Pump.

MAKERS - G.T. WEIR. N° 240335. SIZE 8" x 4" x 18"

All oil fuel discharge & pressure piping have been tested to specified test pressure as also have heating coils in deep, double bottom & settling tanks. (note N° 6 Port & Starboard 113 tanks, tested & reported by Glasgow Survey). All suction & filling lines tested to 60 lbs/sq"

It has been verified that no damper exists in the funnel.

Bilge suction lines on G.S. pump efficiently blanked thus ensuring no fuel contamination is possible from this system.

Required extended sprinkler operated from a position outside of the Engine & Boiler Room Compartment has been fitted to all tank sections, clean smothering & isolating valves. These remote controls efficient under test. Adequate fire extinguishers of the foam type together with sand bins have been supplied & fitted. Additional fire hydrants fitted to facilitate washing of tank tops & as a precaution against fire. Water traps fitted to all furnace mouths.

Bilge bilges pumped & proved efficient.

Now done at Bureau Request a new generator engine (steam) & armature has been fitted at this time - one of the original machines being disconnected & retained onboard as a complete spare unit.

Particular of machine now fitted.

GENERATOR - MAKERS CHAPMAN.

GATESHEAD. N° 4328. CIL. 7 3/4" ST. 4 1/2". RPM. 600.

ARMATURE - N° 24622. 20 K.W. 110 VOLTS. 182 AMPS. EVOP. COMP. WOUND. CON. RATING. 63°F

Machine efficiently installed & electrical (relevant) circuits listed.

Spare Screw Shaft complete with couplings line placed onboard at this time.

Mark LLOYDS. N° 4004. G.H.S. 25-4-50

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