

30 NOV 1955

Rpt. 9

Date of writing report 28.11.55

Survey held at IRVINE

Received London

No. of visits 21

Port

Glasgow

First date

15.8.55

Last date

No. 84545

3.11.55

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 11752 S.S. Name "GRANGETOFT" N.N. "HOLDERNESS" Gross tons 979 Date of build 12/1920  
 Owners Holderness S.S. Ltd. Managers Plenty & Son Ltd. Port of Registry Hull  
 Engines made 12/1920 By Type Ship Exp. 30yr.  
 No. of Main Engines 1 No. of Screws 1  
 No. of Main Boilers 2 S.S. W.P. 180lbs  
 No. of Aux./Donkey Boilers 1 W.P.  
 Surveyed Afloat in Dry Dock IRVINE SHIPWAY  
 Nature of Survey MBS & D.F. CONVERSION, etc.  
 Was Damage Report issued? Int. Cert?  
 Last Report (For Head Office only)

Hull	Machinery
B.S. 5/55	M.B.S. 9/51
S.S. Apr - 9/51	Rev. S. 5/55
	T.S.C. 5/55
	Sps. 9/51

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus + should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propeller GOOD Wear Down of Stern Bushes .070" Oil Glands NONE Sea Connections GOOD  
 Fastenings GOOD Has Screwshaft/Tubeshaft been drawn? No Date of Examination ✓ Has Shaft been changed? ✓  
 Has Shaft now fitted been previously used? ✓ Has Shaft now examined/fitted a continuous liner? ✓ Approved oil gland? ✓  
 MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD  
 1 Cyls., Covers, Pistons & Rods 1 GOOD  
 2 Valves & Gears 2 GOOD +(1)  
 3 Connecting Rods, Top Ends & Guides 3 GOOD  
 4 Crankpins & Bearings 4 GOOD  
 5 Journals & Bearings 5 GOOD  
 MAIN ENGINE DRIVEN AIR COMPRESSORS  
 1 Cyls., Covers, Pistons & Rods  
 2 Connecting Rods & Top Ends  
 3 Crankpins & Bearings  
 4 Journals & Bearings  
 5 Coolers & Safety Devices  
 MAIN ENGINE DRIVEN SCAVENGE PUMPS  
 1 Cyls., Covers, Pistons & Rods  
 2 Connecting Rods & Top Ends  
 3 Crankpins & Bearings  
 4 Journals & Bearings  
 5 Levers  
 SCAVENGE BLOWERS  
 SUPERCHARGERS  
 MAIN TURBINES  
 1 Casings, Rotors, Blading, Bearings & Thrusts  
 EXHAUST STEAM TURBINES (WITH RECP. ENGINES)  
 STEAM COMPRESSORS  
 CLUTCHES & HYDRAULIC COUPLINGS  
 REDUCTION GEARING  
 23 THRUST BLOCKS, SHAFTS & BEARINGS 23 GOOD  
 24 INTERMEDIATE SHAFTS & BEARINGS  
 25 HOLDING DOWN BOLTS & CHOCKS 25 GOOD  
 26 CONDENSERS (MAIN & AUX.) 26 GOOD  
 STEAM RE-HEATERS  
 DE-SUPERHEATERS  
 29 STOP & MANOEUVRING VALVES 29 GOOD  
 30 MAIN ENGINE DRIVEN PUMPS 30 GOOD  
 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES  
 Have Main Engines been tested working and manoeuvring? YES - GOOD

## OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel is in good condition and eligible, in our opinion, to remain as classed with fresh record MBS \* 11.55 - a.p.s. 11.55 and notation "Fitted for O.F. burning 11.55 - F.P. above 150°F" subject to "h.p. valve face to re-examine by 11.56 (12 month limit)" and in italics "Adjust steam governor engine governor at first opportunity"

Date of Committee 11.11.55  
 Decision 11.11.55 \* 11.55, Subject Fitted for oil fuel 11.55, F.P. above 150°F.  
 30m. 5.54. T. 5.11.55

CERTIFICATE WRITTEN 16.12.56

Thos. L. Smoot & C. A. Roberts.  
 Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation

005107-005117-0276'13

If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent.



32 Essential Independent Pumps (Identify by position)

32. MAIN CIRC. PUMP & GEN. SER. PUMP - (PORT SIDE)  
BILGE & BALLAST PUMP (STARBOARD) - ALL GOOD

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

33. GOOD

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? 34. YES - GOOD

35 Fresh Water Coolers

35. GOOD

36 Independent Air Compressors, Coolers & Safety Devices

36. GOOD

37 Air Receivers & Safety Devices - Main

37. GOOD

38 Oil Fuel Tanks (Not forming part of hull structure)

38. GOOD

39 Evaporators

39. GOOD

40 Steering Machinery

40. GOOD

41 Windlass

41. GOOD

42 Fire Extinguishing Arrangements

42. GOOD

AUXILIARY ENGINES (Identify by position)

SINGLE CYL. 9.5 B.H.P. RUSSELL NEWBERRY DIESEL AUXY. NOW ADDED - GOOD  
STEAM-DRIVEN LIGHTING SET (STAR) + 6

PROPULSION	PORT	STARBOARD	ELECTRICAL EQUIPMENT	AUXILIARY EQUIPMENT
a Generators			Generators & Governors	3.5 KW Steam set + New 5 KW Diesel set - See below.
b Exciters			m Motors	Good
c Air Coolers			n Switchboards & Fittings	Good
d Motors			o Circuit Breakers	Good
e Air Coolers			p Cables	Good
f Control Gear, Cables, etc.			q Insulation Resistance	Good
g Insulation Resistance			r Steering Gear Generators and Motors	Good
h Insulating Oil Test			s Navigation Light Indicators	Good
i Overspeed Governors				
j Magnetic Couplings				
k Air Gap				

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN NOT PREPARED FOR SURVEY.

AUXILIARY, DONKEY or PRESS

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to

Sat.

Spt.

Boiler Securing Arrangements

Main Economisers

Exhaust Gas Heated Economisers

Steam Heated Steam Generators

Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules?

Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?

Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main S.D. COPPER - GOOD

Auxiliary (over 2 in. bore)

Were Copper Pipes annealed?

YES

Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

WEAR & TEAR! - White metal in all M.E. bottom end bearings found broken or cracked & now re-metalled: crank shaft lifted and main bearing bottom halves exposed - metal found worn or broken and all bottom halves together with Nos. 1, 4, 5, 6 top halves now re-metalled - crankshaft satisfactorily re-brodded: L.P. piston rings and junk ring removed: One M.E. Lead pump ram and one M.E. bridge pump ram removed: Ballast pump water end liners removed: circulating pump engine crankshaft ground, main bearing frames removed and bottom end bearing re-metalled: Steam generator engine crankshaft honed, new piston valve and top end frames fitted: Steering engine overhauled by Mahan: Windlass drive shaft found worn and now renewed - Crank disc, pinion wheel and eccentric re-fitted: At this time the Burns decided to renew the plain tubes in both main boilers - After removal of the old tubes, the tube plates were specially examined, found in order and the new plain tubes satisfactorily fitted - The Port & Starboard boiler safety valve springs were also renewed and on completion the boilers were examined under steam and the safety valves re-set to the stipulated working pressure 180 lbs./sq. in.: below minor repairs carried out:

Survey fee	MBS £18: -
O.F. Conv.	£25: -
REPAIRS	£5: -
ELECT. S.S.	£3: 0: 0
New Installation	£5: 0: 0
Expenses	£4: 15: -
Electrical	£2: 0: 0
Date when A/c rendered	29 NOV 1955

Rpt. 9a

Port of

Glasgow

"HOLDERNESSE"  
EX "GRANGETOFT"

30 NOV 1955

Continuation of Report No. 84545, dated 28.11.55.

on the

A new diesel driven generator set, now supplied by the Burns and installed at Starboard side of Engine Room on an efficient stool at bottom platform, tested under working conditions and found satisfactory.

ENGINE PARTICULARS: MAKER - RUSSELL NEWBERRY & Co., LD. ENG. N° 10HL9075

SINGLE CYL - 45 C.S.A - 9.5 B.H.P - 1050 R.P.M.

(Copy of London certificate No. D.42335 attached)

+<sup>(1)</sup> S.R.L. "Re-enum. h.p. valve face by 10.55 (12 mm. limit)"

Insider at top and bottom steam ports of h.p. valve face was specially examined and considered to continue satisfactory.

It is recommended that the h.p. valve face be again examined by 11.56 (12 mm. limit)

+<sup>(2)</sup> The governing of the steam lighting set was found to be unsatisfactory and it is recommended that this item be endorsed (in italics) to be adjusted at first opportunity.

### OIL FUEL CONVERSION.

At this time an installation for burning oil fuel, flash point above 150°Fah., was satisfactorily installed in accordance with Rule requirements and the approved plans.

The installation, positioned in Boiler Room as shown on plan, comprises a Walkend duplex pumping & heating set No. F.4629 and a hand operated lighting-up unit, built under survey to Rule requirements (COPY OF CERT. APPLIED FOR) together with a Worthington - Simpson Horizontal type Oil Fuel Transfer Pump No 51198 size 5 1/4" x 4 1/4" x 5"

The boiler furnaces and fronts were modified as required, Walkend type burners and N.D. type fronts fitted and the funnel dampers removed.

The oil fuel burners, Port, Centre & Starboard, are provided with solid drawn steel steam heating coils, the returns from which, together with the drains from the O.F. Unit heaters discharge into an observation tank situated in a well lighted position at Port side of Boiler room.

Fire extinguishing arrangements and an efficient steam smothering system now fitted in accordance with the Rules.

On completion, the oil fuel installation was examined under working conditions, the deck controls of Oil Fuel outlet valves, steam to oil fuel unit and transfer pump, steam to smothering system and the pumping arrangements were tested and all found satisfactory.

Mr. H. Smith

### New Electrical Installation

A David McClure 5KW., 110 volts D.C., 45.5 amperes, 1050 r.p.m. Generator No. 13206, coupled to a Russell Newberry Diesel Engine, has been installed in the Engine Room, Starboard side. It is not intended for parallel operation with the existing 3.5KW. Steam set. A new Sindanyo Main Switchboard Panel,



"HOLDERNESSE"  
Ex. "GRANGETOFT"

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Continuation of Report No. 84545. dated 28.11.55.

on the

itted with a double-pole linked switch and a fuse on each pole for each generator, a double-pole linked Generator-Change-over switch, 2 ammeters, 2 voltmeters, 2 shunt field regulators, pilot lamps, earth lamps & switches and a double-pole linked switch and a fuse on each pole for each outgoing circuit has also been installed in the Engine Room, Starboard side.

The cables for the existing generator and outgoing circuits have not been changed. The size of the 5kW Generator cables is 7/064 VIR in conduit per pole; the approximate length of which (lead & return) is 14 feet.

The generator set was tried for governing, compounding, voltage regulation and commutation. Insulation Resistance was measured and all found satisfactory.

A copy of the generator test certificate is forward herewith.

E.A.R.



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