

/NK

114 OCT 1959

Rpt. 9

-9 OCT 1959

Date of writing report

Received London

Port

NEWCASTLE-ON-TYNE.

No. 116543.

Survey held at Jarrow

No. of visits 1

First date 7.10.59.

Last date 7.10.59.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 12883 Name S.S. "GRANSHA"

Gross tons 2780 Date of build 7-1941

Owners Shamrock Shipping Co. Ltd.

Managers C.S. Brown

Port of Registry Newcastle

Engines made By Cen. Mar. Eng. Wks. Hpl.

Type T3cy 20", 33" & 55" x 39"

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers 2 SB W.P. 200 lb.

No. of Aux./Donkey Boilers - W.P. -

Surveyed Afloat or in Dry Dock Dry Dock

Nature of Survey T.S. & Dkg.

Was Damage Report issued? No Int. Cert.? Yes

Last Report (For Head Office only)

Hull
+100 A1

Machinery

+ LMC

S.S. 9-57

ES 9-57

Dkg. 12-58

MBS 1-59

TS(CL) 11-56

sps 9-57

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 Propellers Good Wear Down of Stern Bushes .030" ON GRACE Sea Connections

Fastenings Good Has Screwshaft Tubes been drawn? Yes Date of Examination 7.10.59. Has Shaft been changed? No

Has Shaft now fitted been previously used? Has Shaft now examined with a continuous liner? Yes Approved oil gland? No

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

Cyls., Covers, Pistons & Rods

Valves & Gears

Connecting Rods, Side

Top Ends & Guides Centre

Crankpins & Side

Bearings Centre

Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

Cyls., Covers, Pistons & Rods

Connecting Rods & Top Ends

Crankpins & Bearings

Journals & Bearings

Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

Cyls., Covers, Pistons & Rods

Connecting Rods & Top Ends

Crankpins & Bearings

Journals & Bearings

Levers

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS

HOLDING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN & AUX.)

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel, so far as now seen, is in

safe working condition and eligible in my opinion to remain as classed with fresh record of

T.S. (CL) 10-59.

Date of Committee THURSDAY 29 OCT 1959

Decision Us now TS 10.59

40m, 4.57. T. (MADE AND PRINTED IN ENGLAND.)

Noted
for
Header

Engineer Surveyor to Lloyd's Register of Shipping

E. HARDCASTLE

009789-009795-0110

32 Essential Independent Pumps (Identify by position)

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

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

35 Fresh Water Coolers

36 Lub. Oil Coolers

37 Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety devices—Main

40 Auxiliary

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

42 Evaporators

43 Have Evaporator Safety Valves been tested under steam?

44 Steering Machinery

45 Windlass

46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

PROPULSION

PORT

STARBOARD

a Generators

b Exciters

c Air Coolers

d Motors

e Air Coolers

f Control Gear, Cables, etc.

g Insulation Resistance

h Insulating Oil Test

i Overspeed Governors

j Magnetic Couplings

k Air Gap

ELECTRICAL EQUIPMENT

AUXILIARY EQUIPMENT

l Generators & Governors

m Motors

n Switchboards & Fittings

o Circuit Breakers

p Cables

q Insulation Resistance

r Steering Gear Generators and Motors

s Navigation Light Indicators

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

MAIN

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

Auxiliary (over 3 in. bore)

Were Copper Pipes annealed?

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 Repairs.

Stern tube bush lower half rewooded.

Note: This vessel changing to Italian ownership.

LEAVE THIS SPACE BLANK

Survey fees TS(CL) £5. 0. 0.

Damage fee

Expenses...

Date when A/c rendered

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