

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

No. **B 28454**

Date of writing Report **19/5/53** (Received at London Office **22 MAY 1953**)
 When handed in at Local Office **20th May 1953** Port of **Antwerp**
 No. in Reg. Book. Survey held at **Antwerp** Date. First Survey **6/5/53** Last Survey **16/5/1953**
 1512 on the Machinery of the ~~Wood, Iron or Steel~~ **SC de GREENVILLE** (No. of Visits **11**)

Gross Tonnage **6323** Vessel built at **Stockton**
 Net Tonnage **3997** Engines made at **Stockton** By whom **Braig Taylor & Co Ltd**
 Nominal Horse Power **1** Boilers, when made (Main) **1920** By whom **Blair & Co Ltd**
 Owners **Worldwide S.S. Co Inc** (Donkey)
 Owners' Address
 Managers
 Surveyed ~~Afloat~~ in Dry Dock **Mercantile D.D.1.** (State name of Dock.)
 Port **Monrovia** Voyage

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. of Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned how long expired	Machinery and Boiler Surveys (including date of N.B., if any)
BS* 12-52		MBS* 1-51
SS Rot 5-46		Bl S 10-52
SS Pin 10-51		mep 1-51
AS 12-52		TSCL 12-52
Fitted for oil fuel		
Cargo battens not fitted.		

Particulars of Examination and Repairs (if any) **Damage & Limitation**
 Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 the nature of the damage, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

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.**
 Has a damage report made by anyone else? If so, by whom? **Mr Wain for S/A**

Did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time?
 " " Donkey " " " "
 State for what reasons? What parts of the Boilers could not be thus thoroughly examined?
 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?
 State the latest date of internal examination of each boiler.
 Did the Surveyor examine the Safety Valves of the Main Boilers? Present condition of funnel(s) **Good**
 To what pressure were they afterwards adjusted under steam?
 Did the Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?
 Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?
 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? and of the Donkey Boilers?
 Has the screw shaft now been drawn and examined? **Yes** Has it a continuous liner? **Yes** Is an approved oil retaining appliance fitted at the after end? **No**
 Has the shaft now been changed? **Yes** If so, state reasons **See below** Has the shaft now fitted been previously used? **No** Has it a continuous liner? **Yes**
 Is an approved oil retaining appliance fitted at the after end? **No** State date of examination of Screw Shaft **13/5/53** State the wear down in the stern bush **rewooded** Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?
 Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Where the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. **Complete.**
 Work done:- Vessel placed in dry dock for the purpose of fitting new bronze propeller stamped **Lloyds HAM. No 3246. 27/4/53 RK.**
 The stern tube and nut which had been recommended for renewal found to be badly rusted in way of the thread. A new cast-iron stern tube which was on board has now been fitted, stern tube nut renewed. The screw shaft was removed to the works for fitting to new propeller. Liner found slack and shaft fractured in way of keyway at large end of cone. (Wear down of stern bush, which had been rewooded in 12-52 was 6mm). Old stern bush found to be fractured, new bush now fitted to new stern tube and lignum vitae bored to size. The spare screw shaft brought ashore for examination sandblasted and found to be fractured around each coupling bolt hole. A new screw shaft with continuous liner supplied and fitted, stamped **Lloyds No 1239 2.9.38. F.L.R. H.C.M. 13.5.53 ANT.** Certificate attached hereto. After peak tank filled for testing fit of new stern tube which was found satisfactory.

General Observations, Opinion, and Recommendation. **The machinery of this vessel so far Continued:-**
 (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, BS 9,11, B&MS 9,11, &LHC 9,11 or &LHC 140 lb., FD, &c.)
 CS 3,31
 The vessel is now seen to be in safe working condition and eligible in my opinion to remain as now classed without fresh record of Survey and to have notation of screw shaft seen on 1. M. 5. 53. (Note:- The restriction regarding the stern tube and nut may now be deleted.)

Repair Fee (per Section 29) **£ 10,000.-**
 Special Damage or Repair Fee (if any) (per Section 29.) **£ 2,000.-**
 Printing expenses (if chargeable) **£ 600.-**
 Rate attendance **£ 880.-**
 TUES. 9 JUN 1953

H. B. Murray
 Engineer Surveyor to Lloyd's Register of Shipping.



Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to

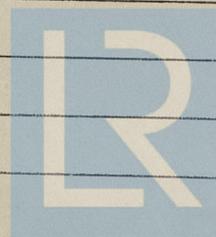
S.S. GREENVILLE.

Damage stated to have been caused by heavy weather between 31st Dec 1952 and 9th Jan 1953 on voyage from Hamburg to Jeddah and on 14th-28th April 1953 on voyage Marmagao to Antwerp.

The renewal of the stern bush and rewooding of the new stern bush is stated to have been necessitated by this heavy weather and in my opinion this claim is justified.

The spare cast iron propeller removed at this time has been fitted to the new shaft and will be retained on board as a spare.

Ham



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