

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

No. 28454

Date of writing Report 19/5/53 When handed in at Local Office 20th May 53 Port of Antwerp  
 No in Survey held at Antwerp Date First Survey 6/5/53 Last Survey 16/5/53  
 1512 on the Machinery of the Wood, Iron or Steel *Sc & Greenville*

Gross 6323 Vessel built at Stockton  
 Net 3994 Engines made at Stockton  
 Nominal Horse Power 1 Boilers, when made (Main) 1920  
 Owners Worldwide S.S. Co Inc  
 Managers  
 By whom Craig Taylor & Co Ltd  
 By whom Blair & Co Ltd  
 (Donkey)  
 Owners' Address  
 (if not already recorded in Appendix to Register Book.)  
 Port Monrovia Voyage  
 Year 1920-8  
 Month When 1920

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 CHARACTER: BS\* 12.52  
 Date of last Survey and of Periodical Surveys: SS Rot 5.46  
 SS Pin 10.51  
 AS 12.52  
 Fitted for oil fuel  
 Cargo battens not fitted.  
 Machinery and Boiler Surveys (including date of N.B., if any): MBS\* 1.51  
 BLS 10.52  
 msp 1.51  
 TSCL 12.52

Damage & Limitation  
 Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides, 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.  
 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.  
 a damage report made by anyone else? If so, by whom? Mr Wain for SA

the Surveyor personally go inside each Main Boiler separately and make a through examination at this time?  
 Donkey  
 What parts of the Boilers could not be thus thoroughly examined?

the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam? Good  
 the Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?  
 the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?  
 the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?  
 the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

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  
 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  
 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?

the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?  
 the parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.  
 Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete.

done:- Vessel placed in dry dock for the purpose of fitting new bronze propeller stamped Lloyd's 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 to 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 Lloyd's No 1239 2.9.38. F.L.R. H.C.M. 13.5.53 A.T. Certificate attached hereto.  
 The 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, &LMC 9.11 or &LMC 140 lb., FD, &c.)  
 CS 3.31  
 is now seen is in safe working condition and eligible in my opinion to remain now classed without fresh record of Survey and to have notation of screw shaft seen L. M. 5.53. (Note:- The restriction regarding the stern tube and nut may now be deleted)

Fee (per Section 29) Repairs £. 10,000.  
 Damage or Repair Fee (if any) £. 2,000.  
 (per Section 29.)  
 Expenses (if chargeable) £. 600.  
 Date attendance £. 880.  
 Committee's Minute  
 TUES. 9 JUN 1953  
 Fees applied for 20.5.19.53  
 Received by me, H.B. Murray  
 Engineer Surveyor to Lloyd's Register of Shipping.

signed  
 (SIN) 5.53  
 Lloyd's Register Foundation  
 012553 - 012563 - 0130 1/2



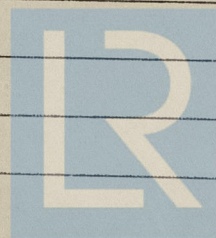
S.S. GREENVILLE.

Damage stated to have been caused by heavy weather between 31<sup>st</sup> Dec 1952 and 9<sup>th</sup> Jan 1953 on voyage from Hamburg to Jeddah and on 14<sup>th</sup>-28<sup>th</sup> 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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