

(Received at London Office

18 MAY 1950

Date of writing Report.....19..... When handed in at Local Office. 16. 5. 50 Port of.....BELFAST.

No in Reg. Book. Survey held at BELFAST. Date. First Survey 17th Oct. '49 Last Survey 13th Jan. 1950.

06432. on the Machinery of the ~~Wood~~ <sup>and</sup> Iron ~~or~~ <sup>or</sup> Steel Steamship "CRANLEY".

Tonnage		Gross	354.	Vessel built at	BOWLING.	By whom	Scott and Sons.	Year.	Month.
		Net	134.	Engines made at	GLASGOW.	By whom	Ross and Duncan.	When	1895. 8.
Horse Power		MN.	85.	Boilers, when made (Main).	*NB. 4, 21.	(Donkey)	-.	When	1895. 8.
				Owners	M/s. Tennants Tar Distillers & Eng.	Supplies, Ltd.	Owners' Address	-.	
No. of Main Boilers		1.	SB.	(if not already recorded in Appendix to Register Book.)					
No. of Donkey Boilers		-.		Managers	M/s Samuel Stewart & Co. Ltd.	Port	LONDON.	Voyage	-.
Steam Pressure—				Surveyed Afloat	in Dry Dock	Clarendon Wet & Dry.			
in Main Boilers		120.	lbs.	(State name of Dock.)					
in Donkey Boilers		-.							

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

<b>CHARACTER.</b> * for Special Service	<b>Machinery and Boiler</b>
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*Last Report No.*..... *Port*.....  
*Particulars of Examination and Repairs (if any)*..... *Part M.S.*.....

(Periodical Surveys, when held, must be reported in detail and seriatim 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

Was a damage report made by anyone else? If so, by whom?.....

Did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time?.....No.....

"	"	Donkey	"	"	"
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If not, state for what reasons. Not Prepared. 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 latest date of internal examination of each boiler.....

Did the Surveyor examine the Safety Valves of the Main Boilers? ..... 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? No. Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

Has shaft now been changed? ☐ 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? No..... 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? .....

Engine parts, when referred to by numbers, should be counted from forward.

SEE BELOW.

SPECIAL CASE. SEE PREVIOUS CORRESPONDENCE.

NOW DONE:- The vessel was placed in Dry Dock and the machinery opened out. At Owner's representatives request the Machinery Survey was partly held in order that the Repairers could give an estimate of the cost to place the vessel in good and efficient condition.

The propeller, after end of stern bush and underwater fastenings examined.

The main engine cylinders, pistons, slide valves, valve casings, crank and thrust shafts, main crosshead and crankpin bearings all examined. (See Continuation Sheet).

*General Observations, Opinion, and Recommendation.*—

(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, ~~SLMC~~ 9,11 or ~~SLMC~~ 140 lb., FD, &c.)

Various parts of the Machinery have now been examined and recommendations  
seen in good and efficient condition. The machinery of this vessel is  
on, to remain as now classed, with fresh record of \*MS (with date) when  
completed.

Survey Fee (per Section 20) £ : : Fees applied for

See Rpt. 8.

Special Damage or Repair Fee (if any) ..  
(per Section 29.)

Travelling expenses (if chargeable)

Committee's Minute

Assigned

Fees applied for

.....19.....

Received by me,

19

Engineer Surveyor to Lloyd's Register of Shipping.

to Lloyd's Register of Sh

Lloyd's Register  
w1031-0291 1/2

s.s. "CRANLEY".

Rpt. 9a.

Port of

BELFAST

Continuation of Report No. 14971

dated 16th May, 1950.

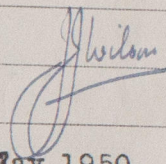
on the

The attached and Independent pumps opened out and examined.

Condenser, valves, cocks, pipes and strainers of the pumping arrangements partly examined.

Various recommendations were made and they are tabulated on attached copy of specification.

NOTE:- To complete for M.S. the Condenser and pumping arrangements to be further examined, the sea connections opened out and examined and main steam pipes to be examined and tested as required by the Rules. Repairs are to be completed as detailed in the Specification attached and the Machinery examined under working conditions after being placed in good and efficient condition.

  
16th May 1950.

Please see footnote on Rpt. 8.

