

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

(Received at London Office

NEWCASTLE-on-TYNE

Date of writing Report.....19..... When handed in at Local Office.....8 FEB 1949.....19..... Port of.....

No. in Survey held at.....Blyth..... Date. First Survey 20th Jan 49 Last Survey 22nd Jan. 1949
Reg. Book. (No. of Visits.....2.....)60465 on the Machinery of the ~~Wood, Iron or Steel~~ S.S. GRANNY SUZANNE

Tonnage { Gross 503 Vessel built at Delfzijl By whom John Beag When 1918
 Net 244 Engines made at ditto By whom ditto When 1918
 Nominal }
 Horse Power }
 No. of Main Boilers 1 Boilers, when made (Main) 1918 (Donkey) ✓
 No. of Donkey Boilers ✓ Owners A.G. TSANLIRIS, LTD. Owners' Address
 Steam Pressure— (if not already recorded in Appendix to Register Book.)
 in Main Boilers 140 lbs. Managers— Port London Voyage ✓
 in Donkey Boilers— If Surveyed Afloat or in Dry Dock Afloat - In port Dock
 (State name of Dock.) Blyth 06 1949.

Last Report No. Port

Particulars of Examination and Repairs (if any) B.S.

(Periodical Surveys, when held, must be reported in detail and serially 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 thorough examination at this time? yes

" " Donkey " " " ✓

If not, 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 latest date of internal examination of each boiler 20th Jan. 1949

Present condition of funnel(s) good

Did the Surveyor examine the Safety Valves of the Main Boilers? yes

To what pressure were they afterwards adjusted under steam? 140 lbs/0"

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? yes

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? yes

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? ✓

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.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

NOW DONE - Main boiler examined internally and externally, together with all mountings, safety valves, manholes, doors & fastenings & found as placed in good order. Safety valves adjusted under steam to 140 lbs/0"

Repairs - Grooving under both furnaces cut out & electrically welded.
 Cold collision shock removed.
 a few tubes expanded
 minor repairs effected.

General Observations, Opinion, and Recommendation: The machinery of this vessel as far as
 (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.)
 now seen is in good working order, and eligible in my opinion to remain as classed with fresh record of BS 1,49.

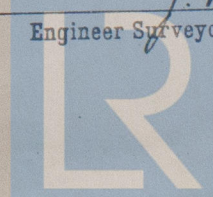
Survey Fee (per Section 29).....BS.....£ 3 : 0 : 0 Fees applied for
 NO LICENCE SUPERVISION.
 Special Damage or Repair Fee (if any).....£ : : :
 Late attendance (per Section 29.) 3 3 0 Received by me,
 Travelling expenses (if chargeable) £ : 18 : 0
 TUES. 8 MAR 1949

Committee's Minute

Assigned

BS 1,49

J. Bowman.
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation

W1032-D223