

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

(Received at London Office 19 JAN 1948)

Date of writing Report 8th. Jan. 19 48 When handed in at Local Office 17th. Jan. 19 48 Port of BARRY.

No. in Survey held at 38151 on the Machinery of the Wood, Iron or Steel Sc. "GRANNY SUZANNE" (Ex "Springwave").

Date. First Survey Nov. 13th. Last Survey Jan. 5th. 19 48 (No. of Visits 10)

Tonnage { Gross 503. Vessel built at Delfzijl. By whom Johs. Berg. When 1918 -
 Net 277 Engines made at Delfzijl. By whom Johs. Berg When 1918
 Horse Power 56 Boilers, when made (Main) 1931 (Donkey)
 No. of Main Boilers 1 Owners A.G. Tsavlis, Id. Owners' Address London.
 No. of Donkey Boilers 1 Managers Port London. Voyage
 Steam Pressure in Main Boilers 170 lbs
 in Donkey Boilers -

Last Report No. Port

Particulars of Examination and Repairs (if any) CLASSIFICATION, LMC. & T.S.

Periodical Surveys, when held, must be reported in detail and serialim 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 " " " " none

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 20/11/47. 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? 170 lbs/□ "

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? none, 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? yes Has it a continuous liner? no Is an approved oil retaining appliance fitted at the after end? yes

Has shaft now been changed? yes If so, state reasons wasted at top of cone, below rule diameter. Has the shaft now fitted been previously used? no Has it a continuous liner? no

Is an approved oil retaining appliance fitted at the after end? yes State date of examination of Screw Shaft 2.1.48 State the wear down in the stern bush close Is electric light fitted? no If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? no

Was the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? no

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

NOW DONE

Vessel placed in dry dock; examined propeller, screw shaft and stern tube, bush, oil gland, sea connections, overboard discharge valves, main engine cylinders, slides, covers, pistons, rods, crossheads, connecting rods, crankshaft, thrustshaft, intermediate shaft, bearings, main pumps, condenser (tested), auxiliary pumps, valves, cocks and pipes of pumping arrangements, steering engine, windlass engine, steam pipes (tested), main boiler internally and externally with safety valves, mountings, manholes, doors and fastenings and placed in good condition, safety valves adjusted to pressure stated. Tried main engine, auxiliary machinery and pumping arrangements under working conditions and found good.

Repairs - Wear and Tear. Screw shaft renewed (No. 428) Forging Report herewith. Thrust shaft renewed (No. 429) do. do. do. H.P. cylinder skimmed and liner fitted. (tested to 190 lbs/□ "). P.T.O.

General Observations, Opinion, and Recommendation: Eligible in my opinion to be classed with record

(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.)

of survey L.M.C. 1,48 and notation O.G. N.1,48.

LICENCE CASE

Survey Fee (per Section 29) £ 24 : 0 : 0 Fees applied for 19
 Special Damage or Repair Fee (if any) (per Section 29.) £ 2 : 0 : 0 Received by me, 19
 Travelling expenses (if chargeable) £ : : :
 Committee's Minute
 Assigned LMC 1,48 S.N. 1,48 1 SB 17016

Signature: G. Moffatt, Engineer Surveyor to Lloyd's Register of Shipping.

Stamp: FEB 20 1948



Vertical text on the right margin: Insert Character of Ship and Machinery precisely as in the Register Book.

Vertical text on the right margin: If so, to be sent to

H.P. piston and rings renewed.
H.P. chamber skimmed and valve rings renewed.
M.P. cylinder skimmed, piston-carrier and rings renewed.
M.P. valve and false face renewed.
L.P. valve and face skimmed.
L.P. cylinder skimmed, piston-carrier and rings renewed.
Stern bush and neck ring skimmed to suit new screw shaft.
Thrust shoes dressed and oilways re-cut.
Screw shaft and thrust shaft coupling bolts renewed.
M.P. crankpin bearing re-metalled.
No. 1 main bearing (top half) re-metalled.
Valve spindles skimmed, neck rings and gland bushes renewed.
M.P. and L.P. crosshead pins skimmed and bearings renewed.
Bilge injection valve renewed.
Main bilge pump ram skimmed, neck ring and gland bush renewed.
Main bilge pump suction and delivery valves and seats renewed.
Main feed pump chest (cast iron) renewed - Report herewith.
Main feed pump ram skimmed, neck ring and gland bush renewed.
Main feed pump suction and delivery valves chest renewed.
Circulating pump liner skimmed and bucket rope renewed.
Ballast pump slide valve faces dressed.
Steering engine piston rings, piston valves, spindle pins and crankshaft with worm renewed.
Steering engine piston rods skimmed, neck ring and gland bushes renewed.
Steering engine transmission shaft key and bearing bushes renewed. Control valve face and slide valve skimmed.
Windlass engine cylinder block with pistons, rods, valves, spindles and crankshaft renewed.
Main Boiler - 5 Screw stays renewed.
A number of plain tubes expanded.
Local wastage of combustion chamber back plates built up by electric welding.
4 Rivets in back plate compensating doubling renewed.
Manhole flange built up by electric welding and door refitted.
Auxiliary feed check valve chest renewed.
Minor repairs to mountings.

Reports 4 & 5a together with plans of shafting, pumping arrangements and main boiler forwarded herewith.

