

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

(Received at London Office 26 SEP 1943)

Date of writing Report 23-9-1943 When handed in at Local Office 26 SEP 1943 19 Port of Ipswich

No. in Reg. Book. Survey held at Ipswich &amp; Hythe Date First Survey 18-9-43 Last Survey 21-9-1943 (No. of Visits Two)

25148 on the Machinery of the Wood, Iron or Steel m.v. "GRIT" Year. Month.

Tonnage Gross 501 Vessel built at Grimsby By whom G. Brown &amp; Co. When 1934 9.

Net 254 Engines made at Newbury By whom Newbury Sisel Co. Ltd. When 1934.

Horse Power 72 Boilers, when made (Main) (Donkey)

No. of Main Boilers Owners F. T. Eward &amp; Son Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers Managers Port London Voyage

Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock Quay

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

Last Report No. Port

Particulars of Examination and Repairs (if any) Ex. Examination

(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?

" " Donkey " " "

If this was not done, state for what reasons

And what parts of the Boilers could not be thus thoroughly examined?

Also 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 Boiler? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler? 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? Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft.

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

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?

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

Main &amp; auxiliary machinery examined externally and under working condition. Examined externally, air receivers &amp; connections, daily supply tank &amp; its connection &amp; arrangement of pipes, valves, etc.

The Chief Engineer reports that during the last twelve months the following repairs have been effected:

Shaft: shaft removed. 1-2-3-4 pistons, new crowns fitted, main engine

bits pump valves chest removed. Two auxiliary engines replaced with reconditioned

Engines by Engine makers.

General Observations, Opinion, and Recommendation:— The machinery of this vessel so 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, &amp;c.; thus, for example, R.S. 9,11, R.E.M.S. 9,11, &amp; L.M.C. 9,11, or

R.L.M.C. 140 lb., F.D., &amp;c.)

Sun is in a safe working condition &amp; eligible in my opinion to remain as

Classed &amp; to have rotation examined, with date (twelve months)

Survey Fee (per Section 29) £ : Fees applied for

Special Damage or Repair Fee (if any) (per Section 29.) £ : Received by me,

Travelling expenses (if chargeable) £ : 19

Committee's Minute

Assigned

FRI. 8. OCT 1943

As a Certificate required? If so, to be sent to.

Lloyd's Register Foundation

W246-0106



Machinery generally examined

It is submitted that  
this vessel is eligible to  
remain in CLASS B.

Examine 9.43

Price

7. 10. 43

*Dec 1042*

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Foundation