

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 8-11-41 When handed in at Local Office 8-11-41 Port of Leith.
 No. in Survey held at Leith. Date, First Survey 13. 10. 41 Last Survey 3. 11. 1941
 Reg. Book. 24539 on the Wood, Iron or Steel S.S. "GREENLAND" (No. of Visits 12.)

TONNAGE:— Built at Lubeck. By whom Schipper, v. Henry Kock. When 1914
 GROSS 1281 Owners Currie Line Ltd. Owners' Address (if not already recorded in Appendix to Register Book)
 UNDER DK 1095 Managers Port belonging to London
 NET 702

Surveyed Afloat or in Dry Dock? Both. Name of Dock Prince of Wales Victoria Wkt Dock. Destined Voyage
 Cell DBor DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
 total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements)

N.B.—All alterations in the existing records should be underlined.
 Last Report, No. 63580. Port GLS.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
100 A1 with freeboard. 3.41	L.M.C. 8.37.
85 Lth. 2 nd No. 3. 8.37.	B.S. 8.40.
	C.L. 8.40

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. 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 to whom and why they were declined
 Society's Freeboard (if assigned) as painted on Ship and now verified 1 ft. 4 3/4 ins.
 Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey 3rd No. 1.

How Done: Vessel placed in drydock, bottom and rudder cleaned, examined afterwards coated; the rudder elevances checked and found satisfactory. All holds and tween decks examined, all ceilings and timbers lifted as necessary to enable condition of the tank top to be examined, surfaces sealed and recoated as necessary. Casings removed in way of pipes, examined and now in good condition. Coal bunkers cleared for examination and found or put in good condition. The steel of framing, both surfaces of shell plating cleaned examined afterwards coated as necessary. Inner surface of shell plating hammer tested, cement found to be adhering in an efficient manner. Striking plates under sounding pipes examined and found efficient.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Beams	Inner Bottom Plates	Dk. Plates	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	Good		Good		Good		(State if on Felt.)
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	When fitted, Month	Year
Coamings	"	Cement or Asphalt	Cement	Oil Bunkers	"	Boats	
Beams & Fastenings	"	Rudder	"	Scuppers	Good	Masts, Yards, &c.	
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained	
" in way of sidelights	"	Windlass	"	Hatches	"	(State if wedges removed.)	
Frames	"	Have pumps been examined and found efficient?	Yes	Planking	"	Equipment letter	
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	Yes	Caulking	"	Anchors, No. of	
Longitudinals	"	Have Watertight Doors been examined and found efficient?	Yes	Treenails	"	Cables (State if now ranged)	
Transverse	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stems	"	" length 225 mean diam. 1 1/16"	
Floors	Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	"	" Rule length 240 size 1 1/2"	
Keelsons	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings	"	Chain Locker	
Stringers	"			" at other places	"	Hawsers & Warps	
Inner Bottom Plating	"			Stringers, Clamps & Shelves	"	Standing and Running Rigging	
Have the Tanks been examined internally?	Yes			Salting	"	Sails	
Have the Tanks been tested?	Yes			(State if examined.)	"		

General Observations, Opinion as to Class, Recommendation, &c.:—
 State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1.38," or "to remain as classed and to have record of survey, 1.38, and the notations of ss No. 1-38."
 This vessel, so far as now seen, is in an efficient condition, and eligible in my opinion, to remain as now classed, and to have notation S.S. No. 1.41, and docking date 11.41, subject to the various items as detailed in S.R. list being dealt with as previously recommended.

Survey Fee (per Section 20) S.S. 3 rd No. 1. £ 15 : 0 : 0	Fees applied for, 8-11-1941
Special Damage or Repair Fee (if any) (per Sec. 20) £ :	Received by me, 19
Travelling Expenses (if chargeable) £ :	
Second Surveyor's Fee (if any) £ :	

LICENCE CASE. Committee's Minute Character Assigned
 TUE. 2 DEC 1941
 1000's } subject with 1/2 }
 S.S. No. 1-41 without
 11.41
 John Barnett
 Surveyor to Lloyd's Register of Shipping.
 Lloyd's Register Foundation
 0137013

"GREENLAND"

Fore and aft peak tanks, and double bottom tanks tested and found or made water tight; these tanks all examined internally, and re-cemented where found necessary and now in efficient condition. The engine and boiler spaces, and structure under boilers examined and found or placed in efficient condition. The masts, wedging and rigging (report herewith), general equipment, hatch coamings, cowls, supports, tarpaulins, cleats, battens, all ventilators, wood plugs and canvas covers examined and found or placed in efficient condition. Anchors and cables ranged and now in efficient condition. The steering gear, chains, rods, blocks, pins, quadrant and hand gear, windlass, pumps, watertight door, air and sounding pipes all examined and now efficient. Decks hammer tested, hatches, casings and coamings examined, part cladding removed in way of sidelights, steel examined in way and found efficient. Chain locker examined internally, scaled and recoated and now efficient. General freeboard survey carried out, and new load line certificate handed over.

Wear & Tear repairs:

Old bottom & side shell rivets found started or worn, and cut out and renewed; caulking of shell plating overhauled locally where necessary and made efficient.

FORE PEAK: Shell frame rivets connecting deep floors found started, and defective rivets cut out and renewed (p.s.); started rivets in stringer shell legs cut out and renewed (p.s.); a few shell frame rivets (p.s) found started, and cut out and renewed.

CHAIN LOCKER P.S. Fore end bulkhead bottom plate found thin locally, and efficient doubler plate now fitted.

NO 1 D.B. TANK. Started rivets in fore end W.T. floor cut out & renewed (ss.)

ER. D.B. TANK. W.T. floor at fore end of tank, plate found buckled and rivets in bottom frame bar started locally (p.s); rivets cut out, plate released and paired, frame bar re-riveted. 3 reverse frames (p.s) found thin locally in way of lazy joggle in way of tank top seam lap, and built up with electric welding.

NO 5. D.B. TANK: Several rivets found started in outboard wing brackets of skeleton floors, all defective rivets cut out & renewed.

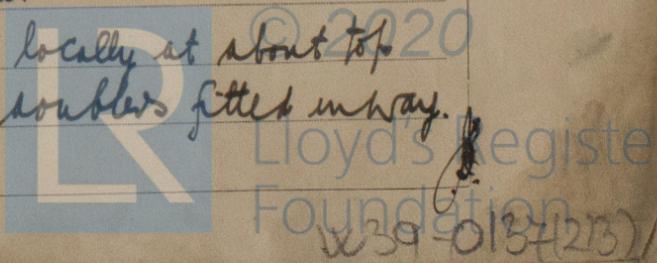
LOWER SIDE BUNKERS: PORT SIDE. Bunker casing side plating found thin locally at aft end and 2 doubling plates efficiently fitted; 1 casing side stiffener found thin & cropped part renewed.

STARBOARD SIDE. Bunker casing side plating found thin locally at about top mid length, and also at aft end, and efficient doublers fitted in way.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

When tested and dependent.

When tested and dependent.



S.S. "GREENLAND"

BRIDGE DECK. Deck plating in stewards cabin, port side, found wasted; 2 deck plates cut out and new deck plates fitted.

BUNKER HATCH P.S. Outboard side coaming plate worn thin, and efficient doubler plate fitted; inboard side coaming plate worn thin at bottom, and efficient doubler plate fitted.

TWEEN DECK BUNKERS. Bunker hatch beam (ss) worn thin, cropped and part renewed; forward bottom plates in way of saddle back (pts) worn thin, and defective plates cut out and renewed.

Starboard Bower Anchor disconnected, overhauled and new crown pin fitted & made efficient; loose studs in port cable hardened up & made efficient.

Sidelights generally overhauled & made efficient, re-rubbered as found necessary.

Forward port lifeboat davit failed.

Several hatch covers renewed or repaired & made efficient; hatch cleats renewed on after hatches, & hatch bridle angles failed.

1 after 'tween deck frame starbd. side found fractured; fracture red-out, electrically welded, and back strap fitted.

Air pipe to No. 2 tank (ss) worn thin locally and part renewed. Beiling & sparring renewed as necessary.

Stokehold screen bulkhd. coaming plate found wasted, & cut out & renewed.

Steering chains annealed, examined & found efficient; 1 steering gear sheave pin renewed, and 2 warwick screws overhauled & made efficient.

Minor repairs effected.

S.R. List. Rudder, steering gear and hand steering gear specially examined and remains efficient; No. 5 plate in 3rd strake below bridge sheer (p.s.), No. 2 hatch fore end coaming plate, and Ross plate (p.s.) (E.W. 3.41) all specially examined and remain efficient.

Working in collaboration with the M. of War Transport it was decided not to carry out permanent repairs at this time to the above items.

It was stated that 1 Bower Anchor and 15 fathoms of cable have been lost; there are now remaining on board 2 bower, 1 stream and 1 kedge anchors, and 225 fathoms of $\pm 1\frac{9}{16}$ " diam. cable; under war emergency conditions this does not require to be made a subject of the class.

John Barnett



© 2020

Lloyd's Register
Foundation