Appt. 9.

No. 20534

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 10 NOV 1941)

Date of writing Report 6-11- 1941 When handed in at Local Office 6-11- 1941 Port of Leith

No. in Book. 1539 Survey held at Leith Date, First Survey 14-10-41 Last Survey 3-11-1941 (No. of Visits 8.)

on the Machinery of the ~~Wood, Iron or~~ Steel "GREENLAND."

Tonnage: Gross 1281 Net 702

Nominal Horse Power 162

No. of Main Boilers 2 S.B.

No. of Donkey Boilers ✓

Steam Pressure—Main Boilers 199 lbs.

Donkey Boilers ✓

Vessel built at Lübeck By whom Schiffsw. v. Henry Koch When 1914 (Year. Month.)

Engines made at Altona By whom Ottensener Mch Fab. When 1914

Boilers, when made (Main) 1914 (Donkey) ✓

Owners Currie Line, Ltd Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port London Voyage

~~If~~ Surveyed Afloat ~~or~~ in Dry Dock (State name of Dock.) Victoria Wharf, Prince of Wales

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

CHARACTER. ✠ for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned above extinct.	Machinery and Boiler Surveys (including date of N.B., if any).
100 A1 3,41 with freeboard SS. LH. 2nd No 3-8,37		LMC. 8-37 BS. 8-40 TS.CL. 8-40

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Part L.M.C.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 Repairs 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, why was not done, state for what reasons? ✓

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

In 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? ✓

Date of latest date of internal examination of each boiler STAR 18-10-41 PORT 29/10/41. Present condition of funnel? Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 199 lbs/□".

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? 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. 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 the shaft now been changed? ✓ If so, state reasons ✓

Is 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? ✓

Date of examination of Screw Shaft ✓ State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft 3/16".

Engine parts, when referred to by numbers, should be counted from forward. Is electric light ~~and/or power~~ fitted? Yes.

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes.

Is the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms.? Yes.

If Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the M.S., the M.P. & L.P. cylinders and pistons, crank, thrust & tunnel shafting and the pumping arrangement remain to be examined. This it was stated will be done at the first convenient opportunity.

Work done:- Vessel placed in dry dock, the propeller, sea connections, outer end of stern bush and the outside fastenings examined. The H.P. cylinder & piston, valves & casing, M.P. and L.P. valves & chambers, the air, circulating, feed and bilge pumps with their valves; the condenser (tested), the auxiliary pumps, the steering engine and windlass opened up, examined and found placed in good order. The boilers examined internally and externally with mountings, sets etc. and found on placed in good order. They were afterwards examined under steam and the safety valves adjusted to pressure as above.

(See continuation)

General Observations, Opinion, and Recommendation:— The machinery of this vessel is now so far 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, B.S. 9,11, B.&M.S. 9,11, ✠ L.M.C. 9,11, or ✠LMC 140 lb., F.D., &c.) CS 3,34,

well in a safe working condition and eligible, in my opinion, to remain as classed with fresh record of B.S. 11-41 now. The record of L.M.C. 11-41 when the survey is completed as above. The vessel's name can be deleted from the Special Reason List regarding the boiler mountings. New diameter of H.P. cylinder = 18 15/32".

Survey Fee (per Section 29) L.M.C. £10 : 0 : 0 Fees applied for 8-11- 1941

Additional Damage or Repair Fee (if any) (per Section 29.) £ ✓

Travelling expenses (if chargeable) £ : ✓ Received by me, _____ 19____

LICENCE CASE.

Committee's Minute TUE. 2 DEC 1941

Signed Deferred

B.S. 11.41 Without spl. Cond

J. T. Campbell

Engineer Surveyor to Lloyd's Register of Shipping.

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to

K 39-0139(1R)

Rpt. 9a.

10 NOV 1941

Port of Leith. Continuation of Report No. 20537 dated 6-11-41. on the

S.S. "GREENLAND."

The main steam pipes removed, examined and tested by hydraulic pressure to 400 lbs/□", found in order and replaced.
Electrical installation generally examined, minor repairs effected and tested under working conditions. Megger tests satisfactory.
Wear & Tear repairs:- Seacocks and valves overhauled.
The auxiliary pumps, steering engine and windlass have each been completely overhauled. One bilge pump ram renewed. Circulating pump rod skimmed up & new neck & gland bushes fitted. Two suction bilge pump liners renewed.
H.P. cylinder, inlet and exhaust valves and seats renewed.
The H.P. cylinder bored out, new diameter = $18\frac{15}{32}$".
The H.P. piston rod renewed. (Test report attached).
The bottom flange of the cast steel piston was reduced in diameter and a steel ring secured by welding, a new junk ring and piston ring fitted.
Minor repairs effected to boilers.
See Glasgow Report No. 62756.
The aux. check feed valve chest, scum valve chest and blow down valve chest on the Starboard boiler have been removed and specially examined. They have each been fitted with a false seat and tested by hydraulic pressure. This repair in my opinion is efficient. The same valve chests on the Port boiler have been similarly dealt with.

J.H.

B.Held

M. 1 aue 8.41 pur b held. Some Poles replaced
renewed. M Peg - bored. A Prod renewed
& piston repaired.

It is recommended that this
vessel WILL BE eligible
for the record LMC 11.41 on
completion
and BS 11.41 now.
without special condition.

for LB. H Peg. 18½.

1/8/41