

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

(Received at London Office)

10 NOV 1941

Date of writing Report 6-11-41 When handed in at Local Office 6-11-41 Port of Leith

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

539 on the Machinery of the Wood, Iron or Steel "GREENLAND"

Gross 1281 Vessel built at Lübeck By whom Schiffbau v. Henry Koch Year. Month.
Net 702 Engines made at Altona By whom Btensen Meh Fab. When 1914
162 Boilers, when made (Main) 1914 (Donkey) -
Main Boilers 2 S.B. Owners Currie Line, Ltd. Owners' Address
Donkey Boilers 199 lbs. Managers Victoria Wharf, Prince of Wales (if not already recorded in Appendix to Register Book.)
Main Boilers 199 lbs. # Surveyed Afloat in Dry Dock Port London Voyage
Donkey Boilers - (State name of Dock.)

st Report No. Port

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

ical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the
e of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on
unt of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and
des being detailed in the body of the report, should be briefly summarised at the end of the report. State also the
is and initials of any letters respecting this case.

amage cases where the Surveyor has not made a special damage report he is required to state whether he
ffered his services for this purpose, and why they were declined ✓

a damage report made by anyone else? If so, by whom? ✓

he Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes

" " Donkey " " " " " " " "

s was not done, 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
veyor to assure himself of the thorough efficiency of those parts of each Boiler? ✓

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

he Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 199 lbs/sq.

he Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? -

he Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes , and of the Donkey Boilers? ✓

he Surveyor examine the drain plugs of the Main Boilers? ✓ , and of the Donkey Boilers? ✓

he Surveyor examine all the mountings of the Main Boilers? yes , and of the Donkey Boilers? ✓

crew 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? ✓

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

he 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? 3"

late 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 16

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

did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes Is electric light and power fitted? yes

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yes

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.

indash and pistons, crank, thrust & tunnel shafting and the pumping arrangement remain to be
camined. This it was stated will be done at the first convenient opportunity.

done: Vessel placed in dry dock, the propeller, ^{see connection} outer end of stern bush and the outside
fastenings examined. The H.P. cylinder & piston, valves & casing, M.P. and L.P. valves & chamber,
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,
etc. and found on placed in good order. They were afterwards examined under steam
d 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
L.M.C. 140 lb., F.D., &c.)

✓ in a safe working condition and eligible, in my opinion, to remain as classed,
the fresh record of B.S. 11-41 now. The record of L.M.C. 11-41 when the survey is
placed as above. The vessel name can be deleted from the Special Record List regarding
boiler mountings. New diameter of H.P. cylinder = 18 3/32"

Fee (per Section 20) L.M.C. 10 : 0 : 0 Fees applied for 8-11-1941

Damage or Repair Fee (if any) ✓ Received by me, 19

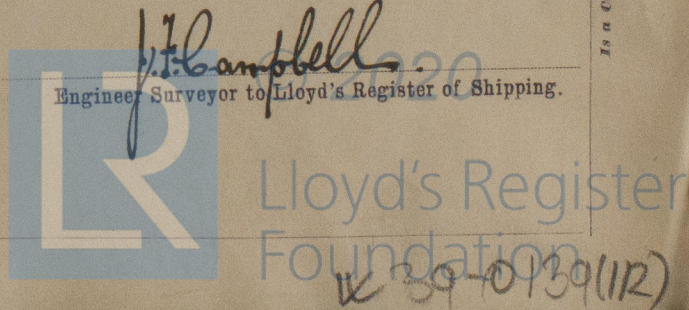
ling expenses (if chargeable) ✓

LICENCE CASE.

mittee's Minute TUE. 2 DEC 1941

igned Deformed

BS 11-41
Without spl cond



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

Port of Leith.

Continuation of Report No. 20537 dated 6-11-41.

on the

S.S. "GREENLAND."

The main steam pipe removed, examined and tested by hydraulic pressure to 400 lbs/sq. inch, 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 pump, 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 rods renewed. H.P. cylinder, inlet and exhaust valves and seats renewed.

The H.P. cylinder bored out, new diameter = $18\frac{15}{32}$ inch.

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.

Sheld

Mr 1 auc 841 part held, some Poles, value

renewed, H Peg - bored, H Prod renewed

Piston repaired

It is estimated that this
work WILL be eligible

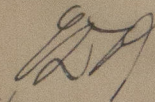
for the record MUC 11.461 on

completion

and RS 11.41 uow.

without special condition.

Mr B. H Peg 18 1/2,


1/10/41



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