

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

(Received at London Office

APR 22 1940

Date of writing Report April 19<sup>th</sup> 1940 When handed in at Local Office April 19<sup>th</sup> 1940 Port of WEST HARTLEPOOL

Survey held at GRAYTHORP Date, First Survey 29<sup>th</sup> March Last Survey 15<sup>th</sup> April 1940

on the Machinery of the Wood, Iron or Steel S.S. "GRACEFIELD" (No. of Visits 6)

Age { Gross 4631 Net 2852 Vessel built at Newcastle By whom Burnstater Wigham Richards and Co When 1928 8  
Engines made at Do By whom Do When 1928  
Boilers, when made (Main) 1928 (Donkey)  
Owners Garfield & Co Managers E. J. Sutton & Co Owners' Address (if not already recorded in Appendix to Register Book.) Port Newcastle Voyage  
If Surveyed Afloat or in Dry Dock Graythorpe (State name of Dock.)

st Report No. Port

Particulars of Examination and Repairs (if any) Dam. MS & TS

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 now expired.	Machinery and Boiler Surveys (including date of N.E., if any).
100A1 12.39. SS BRY No 2.37.		100A1 BS 7.39. TS 12.38.44

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 Yes, not required.

Is a damage report made by anyone else? If so, by whom? Yes, W. H. Brown, V.P.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? No

What was not done, state for what reasons? Boilers not due for survey

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?

Latest date of internal examination of each boiler Present condition of funnel(s) Good.

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 screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Has shaft now been changed? No 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?

Date of examination of Screw Shaft 2-4-40 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/32

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?

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

Is Survey complete, state what arrangements have been made for its completion and what remains to be done Survey complete.

It is stated that this vessel sustained damage through grounding at Sabine Pass on 28<sup>th</sup> January 1940 whilst on voyage from Corpus Christi to Beaumont, Texas.

Now done on account of damage:-  
Vessel placed in dry dock. screw shaft drawn in. cylinders pistons slides crank thrust tunnel and screw shafts air circulating feed and bridge pumps their connections and pumping arrangements examined throughout.  
The condenser examined and tested by head of water.

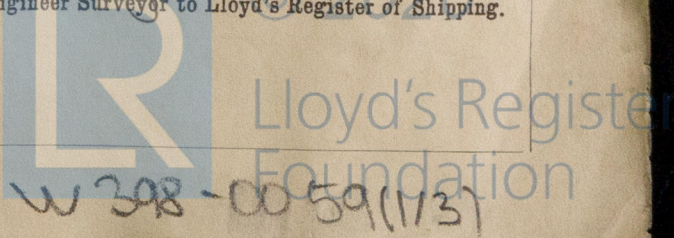
General Observations, Opinion, and Recommendation:- The machinery of this vessel is in good condition and eligible in my opinion to remain as classed with fresh record of MS. 4.40

Note. Screw shaft seen 4.40.44

Survey Fee (per Section 29) MS £ 8 : 0 : 0 Fees applied for 19  
Special Damage or Repair Fee (if any) £ 3 : 3 : 0 Received by me, 19  
Selling expenses (if chargeable)

Committee's Minute  
Signed J. H. 4.40 J. H. 4.40

Arthur W. Oxford  
Engineer Surveyor to Lloyd's Register of Shipping.





S.S. GRACEFIELD

The main and auxiliary steam pipes examined  
and ten selected pipes removed and tested  
to 400 lbs.

The Owners Superintendent requests that  
the foregoing be counted for Special Survey  
of machinery.

Repairs Six header inlet steam pipes  
renewed on account of internal erosion.

H.P. & M.P. guide shoes re-metalled.

As per Special Reasons List.

H.P. junk ring examined and found  
efficient and it is recommended that  
the limit on this may now be removed.

Atwood.



S.S. 'GRACEFIELD'

## Electrical Equipment - Special Survey.

Equipment examined and insulation resistances of all circuits measured. Minor repairs carried out. Equipment operated under working conditions on completion and governing of generating set tested and found satisfactory. The electrical equipment of this vessel is now in my opinion in good and safe working condition.

Fee - £1-0-0

Stanford

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Lloyd's Register

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