

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

(Received at London Office APR 22 1940)

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

No. in Book. Survey held at GRAYTHORP. Date, First Survey 29th March Last Survey 15th April 1940 (No. of Visits 6)

623 on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "GRACEFIELD"

Age } Gross 4631
 Net 2852
 Vessel built at Newcastle By whom ~~Wm Hunter~~ Wigham Richards and Co When 1928 8
 Engines made at Do By whom Do When 1928
 Nominal Horse Power } 457
 Main Boilers 3 Boilers, when made (Main) 1928 (Donkey) -
 Owners Garfield S.S. Co. Ltd Owners' Address -
 Managers E. J. Sutton & Co (if not already recorded in Appendix to Register Book.)
 Main Boilers 200 Port Newcastle Voyage
 Donkey Boilers - If Surveyed ~~Afloat~~ in Dry Dock Graythorp (State name of Dock.)

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.B., if any).
100A1 12.39. S.S. BRY No 2.37.		LMC 437 BS. 7.39. TS 12.38.44

Previous Report No. Port

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

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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.

Was a damage report made by anyone else? If so, by whom? Yes, Mr St. Brown, U.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

Where 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?

If Survey is not 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 28th 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 bilge pumps their connections and pumping arrangements examined throughout. The condenser examined and tested by head of water. P.T.O.

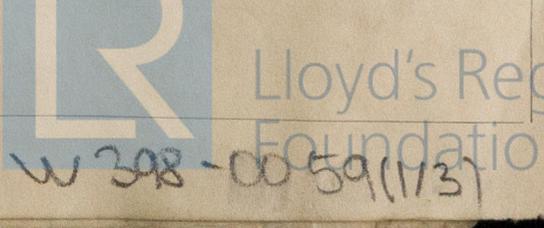
General Observations, Opinion, and Recommendation:— The machinery of this vessel is in good condition and eligible in my opinion to remain as classed with fresh record of MS. 4140. Note screw shaft seen 4.40.44.

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, E.&M.S. 9,11, L.M.C. 9,11, or CS 3,34, 140 lb., F.D., &c.)

Survey Fee (per Section 29) MS £ 8 : 0 : 0
 Special Damage or Repair Fee (if any) (per Section 29.) £ 3 3 : 0
 Printing expenses (if chargeable) 19

Fees applied for 19
 Received by me, 19
 Arthur W. Osford
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute signed J. H. 440 Spl. Com



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

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

CERTIFICATE NUMBER

W 398-0059(1/3)

S.S. GRACEFIELD

The main and auxiliary steam pipes examined
- and ten selected pipes removed - and tested
- to 400 lbs \square

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.

HP & MP - guide shoes reinstalled.

As per Special Reasons list.

HP 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 order and safe working condition.

Sturison

Fee - £1-0-0



© 2020

Lloyd's Register

W 39840059(013)