

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

(Received at London Office

26 SEP 1931)

Date of writing Report 19 When handed in at Local Office 23rd Sept 1931. Port of NEWCASTLE-ON-TYNE

No. in Reg. Book. Survey held at Felling. Date, First Survey Aug 21st Last Survey 19th Sept 1931. (No. of Visits 8)

22238 on the Machinery of the Wood, Iron or Steel SS. SR. "GREENBART."

Tonnage { Gross 1407 Vessel built at Sunderland. By whom J. Priestman & Co. When 1908-11.
Net 842 Engines made at Sunderland By whom N.E. Marine Eng Co Ltd. When 1908.

Nominal Horse Power { 190. Boilers, when made (Main) 1908 (Donkey) 1908.

No. of Main Boilers one. Owners Newbigin Steam Shipping Co. Owners' Address
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers one. Managers E. R. Newbigin. Port Newcastle Voyage

Steam Pressure in Main Boilers 180 lbs. if Surveyed Afloat or in Dry Dock Intentional.
(State name of Dock.)

in Donkey Boilers 100 lbs. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) BS.

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 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? Yes

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

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

Do. " Donkey " " " Yes.

If this was not done, state for what reasons? Yes

And what parts of the Boilers could not be thus thoroughly examined? Yes

Also 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? Yes

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 180 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes. To what pressure were they afterwards adjusted under steam? 100 lbs

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes. , and of the Donkey Boilers? Yes.

Did the Surveyor examine the drain plugs of the Main Boilers? Yes. , and of the Donkey Boiler? Yes.

Did the Surveyor examine all the mountings of the Main Boilers? Yes. , and of the Donkey Boiler? Yes.

Has screw shaft now been drawn and examined? No 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? Yes

Has shaft now been changed? Yes If so, state reasons. Yes

Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft Yes

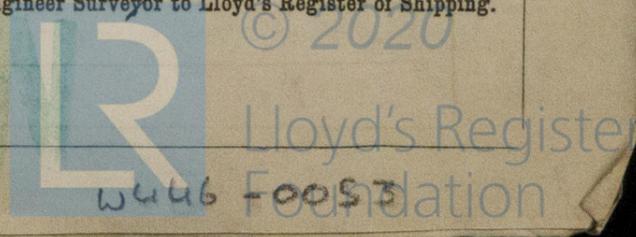
If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Survey Complete.

Now done:- The main & donkey boilers opened out & examined together with their mountings, doors, & fastenings. The safety valves of the main Boiler adjusted under steam to the pressure stated above.
Repairs. Main Boiler 12 combustion chamber stays renewed & 2 holes reinforced with Electric Welding. Fracture in Port centre ce. back plate used out & Electric welded. Pitting in throat flanges & along the line of firebars on water side of the centre low furnaces reinforced with Electric welding. Palet over drain plug hole on shell of boiler renewed. Studs for blow down valve renewed in back plate of boiler. For! Collision check renewed. Aux donk valve seat renewed. See over P.T.O.

General Observations, Opinion, and Recommendation:- The machinery of this vessel as (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel & 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, or L.M.C. 9,11, 140 lb., E.D., &c.)
now seen is in a good & efficient condition and in our opinion is eligible to remain as now classed with fresh record of BS 9, 31 and the notation of +NDB 9, 31 to be entered in the Register Book.

Survey Fee (per Section 29) £ 3 : - : - Fees applied for 25 SEP 1931
Special Damage or Repair Fee (if any) (per Section 29.) £ 1 : 1 : -
Travelling expenses (if chargeable) £ : : - Received by me, 29.10.1931
L. J. Skett & T. J. Stoddart
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute Filed, 2 OCT 1931
Assigned BS 9, 31
BS 9, 31



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

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

On examination of the Donkey Boiler the port flange of the front tube plate was found to be badly wasted between rivets. This boiler has now been removed ashore. A new vertical Cochran Boiler No 11454 has now been efficiently secured on board & its Safety valves adjusted under steam to 100 lbs/sq. inch. New Boiler marked.

No 19026.
Lloyas Test.
200 lbs.
WP 100 lbs.
L. C. D. 10-9-31

Boiler report attached.

L. J. J. Jett.

N.B.—If this Report is copied by copying Press, special care must be taken that the copying paper is not so much dumped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

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