

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

(Received at London Office)

JUN -1 1937

Date of writing Report 19 When handed in at Local Office 31/5/37 Port of NEWCASTLE-ON-TYNE

Survey held at South Shields Date, First Survey 18 May Last Survey 26 May 1937  
(No. of Visits 7)

Book No. 740 on the Machinery of the Wood, Iron or Steel "GLANRHYD"

Gross 1525 Vessel built at Barnes By whom Vickers Ltd When 1924-5  
Net 820 Engines made at --- By whom --- When 1924

Principal Power 173 Boilers, when made (Main) 1924 (Donkey) ---

Main Boilers 2 Owners Hammes Saw & Co. Ltd. Owners' Address ---  
(if not already recorded in Appendix to Register Book.)

Donkey Boilers --- Managers --- Port London Voyage ---

Pressure 180 lb If Surveyed Afloat or in Dry Dock T.O.E. (Dry)  
(State name of Dock.)

Donkey Boilers ---

Report No. --- Port ---

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

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent 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 being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

Age cases where the Surveyor has not made a special damage report he is required to state whether he has performed his services for this purpose, and why they were declined Yes. Not required.

Damage report made by anyone else? If so, by whom? Yes. Salvage Surveyor.

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

Donkey ---

Was not done, state for what reasons? Boilers not prepared for survey

At parts of the Boilers could not be thus thoroughly examined? ---

At 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

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

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

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? --- and of the Donkey Boilers? ---

Surveyor examine the drain plugs of the Main Boilers? --- and of the Donkey Boiler? ---

Surveyor examine all the mountings of the Main Boilers? --- and of the Donkey Boiler? ---

How 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

Shaft now been changed? No If so, state reasons ---

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 20/5/37 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Cline.

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

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

Low Damage. Damage stated to have been caused through 1 Propeller striking Quay Wall at Manchester Ship Canal on the 18/4/37 and 2 Grounding in River Seine on the 15/5/37.

Vessel placed in Drydock. Examined propeller, tail shaft (drum inboard), stern bush, sea cocks and valves with fastenings, main engine cylinders, pistons, valves, crank, thrust and tunnel shafting, main engine pumps, ballast pump, condenser (trials) standing rigging and mudlugs.

Damage Repairs Propeller renewed. Stern bush renewed. H.P. stern way guide bars removed/painted after machining. H.P. piston rod renewed. H.P. piston rod skinned up and polished. H.P. piston valve rings renewed. H.P. valve and false face machined P.T.O.

General Observations, Opinion, and Recommendation:— The Machinery of this Vessel 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, E.S. 9,11, B.E.M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., E.P., &c.)

is eligible, in my opinion, to remain as classed with Fresh Record of C.L. 5-37.

(per Section 29) £ : : Fees applied for 31 MAY 1937

Damage or Repair Fee (if any) (per Section 29.) £ 7 : 7 : 0 Received by me, ---

Other expenses (if chargeable) £ --- : --- : --- 19 37 15/6

Committee's Minute TUE. 15 JUN 1937

Signed As now

55.37

W471-0181 1/2

M. Caldwell 2020  
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation



Air pumps had valves renewed.

A number of defective condenser tubes renewed.

Main steam pipes tested.

Pumping arrangements overhauled, minor repairs carried out.

Ballast pump. Steam and water seal rings renewed.

Repairs for Wear and Tear.

Dynamo engine. Cylinder and piston valve chamber ground out and piston and valve renewed.

M. Caldwell.

RETAIN

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