

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

(Received at London Office)

Date of writing Report 10 When handed in at Local Office 31/5/1937 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book. 75740 Survey held at South Shields Date, First Survey 18 May 1937 Last Survey 26 May 1937
(No. of Visits 7)

on the Machinery of the Wood, Iron or Steel "GLANRHYD"

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

Nominal Horse Power 175 Boilers, when made (Main) 1924 (Donkey) ---

No. of Main Boilers 2 Owners Larsons & Co. Ltd Owners' Address ---
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers --- Port London Voyage ---

Steam Pressure in Main Boilers 120 lbs If Surveyed Afloat or in Dry Dock T.O.E. (Quy)
(State name of Dock.)

in Donkey Boilers ---

Last Report No. --- Port ---Particulars of Examination and Repairs (if any) Damage. C.L.

(Periodical surveys, when held, must be reported in detail and serially 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 Yrs. helinquish

Was a damage report made by anyone else? If so, by whom? Yrs. Salvage Surveyor

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

" " " " " " " " " " " "

If this was not done, state for what reasons? Boilers not prepared for survey

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

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? ---

State latest date of internal examination of each boiler ---

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 Boiler? ---

Did the Surveyor examine all the mountings of the Main Boilers? ---

and of the Donkey Boiler? ---

Has screw shaft now been drawn and examined? Yrs Is it fitted with continuous liner? Yrs Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? he

Has shaft now been changed? he 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? ---

State 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 Cine.

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

Is electric light and/or power fitted? ---

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

how 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), stem bush, sea cocks and valves with fastenings, main engine cylinders, pistons, valves, crank, thrust and timing shafting, main engine pumps, ballast pump, condenser (trial) staining rigging and mudlugs.

Damage Repairs: Propeller renewed. Stem bush renewed. H.P. stem way guide bars renewed/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 face machined T.P.T.O.

General Observations, Opinion, and Recommendation: ---

(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.E.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., E.P., &c.)

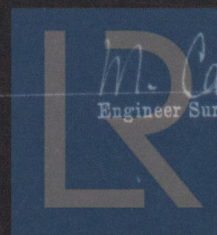
is eligible in my opinion, to remain as classed with Fresh Record of C.L. 5-34.

Survey Fee (per Section 29) --- Fees applied for ---
Special Damage or Repair Fee (if any) 7/7/0 Received by me ---
(per Section 30.) --- ---
Travelling expenses (if chargeable) --- ---

Committee's Minute TUE. 15 JUN 1937

Assigned As now

58.37



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

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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.



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