

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

No. 93669

22 APR 1936

(Received at London Office)

Date of writing Report 20-4-1936

When handed in at Local Office 21/4/1936

Port of

No. in Reg. Book.

Survey held at South Shields

Date, First Survey 25 March

Last Survey 20-4-1936

25545

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

(No. of Visits 6)

Tonnage

Gross 1525

Net 820

Vessel built at Barrow

By whom Wickers Ltd.

When 1924-5

Nominal Horse Power

143

Engines made at -do-

By whom -do-

When 1924

No. of Main Boilers 258

Boilers, when made (Main)

1924

(Donkey)

No. of Donkey Boilers

Owners Harries Bros. & Co. Ltd

Owners' Address

(If not already recorded in Appendix to Register Book.)

Port London

Voyage

Steam Pressure in Main Boilers 180 lb/sq. in.

Managers

If Surveyed Afloat or in Dry Dock Lyne Dock Eng. Co. Ltd.

(State name of Dock.)

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

Last Report No.

Port

Damage

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

(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.

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

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

" " Donkey " " "

If this was not done, state for what reasons?

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

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 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? 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? 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 date of examination of Screw Shaft 26-3-36

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

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

Is electric light and power fitted? Yes.

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

Complete.

Now done on account of damage stated to have been caused by grounding in the Bristol Channel on 18th March 1936 on voyage from Seaham to Bristol:-

Vessel placed in dry dock. Propellers, sea and propeller fastenings examined & found or put in good order. Sea cocks opened out and examined.

Screw shaft drawn in and examined, shaft & C.L. good. Lower half of stern bush rewooded.

The following machinery opened out and found or put in good order:- Cylinders, pistons, valves and casings, crank, thrust and intermediate shafting and bearings, air, feed, bilge, circulating, ballast and donkey feed pumps, steering, windlass and dynamo engines.

Condensers examined and tested.

P.T.O.

General Observations, Opinion, and Recommendation:- The machinery of this vessel

(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.&M.S. 9.11, & L.M.C. 9.11, or CS 3.31,

so far as now seen, is in safe working condition and eligible in my opinion to remain as now classed with fresh record of + L.M.C. M.S. 4-36, notation of T.S.C.L. 4-36 and record of B.S. 11-35 as recommended by the Bristol Surveyor.

Survey Fee (per Section 29) £ 4 0 0

Also Right to Fee £ 4 0 0

Special Damage or Repair Fee (if any) £ 4 0 0

Travelling expenses (if chargeable) £ :

Fees applied for

Received by me, 24.4.1936

Committee's Minute

Assigned

FRI. 8 MAY 1936

FRI. JAN 8 1937

FRI. 5 FEB 1937

FRI. 10 FEB 1937

W.T. Badger

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

S.S. "GLANRHYD."

Damage Repairs:- Main engine holding down bolts hardened down.
 1 Propeller blade tip broken off - new tip now burned on.
 Lower half of stem bush rewooded.
 H.P. bottom end top half brass white metal broken, now reinstalled.
 M.P. & L.P. guide shoes white metal scored & broken, now reinstalled.
 M.P. valve and face scored and now dressed up.
 2 Bilge pump rams scored, now skimmed up & neck & gland bushes renewed.
 2 Feed pump rams scored and now renewed.
 Donkey feed pump suction & delivery valves and seats skimmed up.
 Ballast pump steam valve spindles and suction and delivery valves renewed.
 Dynamo engine piston valve rod, piston rod renewed and governor overhauled.
 Windlass crankshaft pinion and 2nd motion wheels renewed. Main bearing brasses and 1 keep renewed.
 Steering engine control valve and face dressed up.
 Minor other repairs effected.

Now done for T.M.C. - M.S.

Vessel placed in dry dock. Propeller, sea and propeller fastenings examined, sea cocks and valves opened out examined and found or put in good order.

The following machinery opened out examined and found or put in good order:- Cylinders, pistons, valves and casings, crank, thrust and intermediate shafting and bearings, air, feed, bilge, circulating, ballast and donkey feed pumps, steering, windlass and dynamo engines. Condensers examined and tested. Pumping arrangements examined.

Main steam pipes ends and flanges examined in place under steam.

Now done for T.S.:-

Screw shaft drawn in and examined, shaft & c.b. good. Lower half of stem bush rewooded.

Now done for completion of B.S.:- Bristol Rpts. 13358 & 13394.

16 wasted C.C. screwed stays now renewed and 32 rivets in each C.C. bottom back landing cut out and now renewed, as recommended by the Bristol Surveyor. *A.R.H.*

Elec. Light Inst.:-

A number of minor earths removed. Stern light partly repaired. 2 deck lights S.H.D. repaired & 2 plugs sockets fitted for portables. Engine room 3 lights repaired, dynamo arm, rewound, comm. skimmed up & undercut, brush gear overhauled. Navigation lights partly repaired. Insulation tolerance now good. On completion the dynamo, governor main board, fuses, cables & fittings examined & tested under working conditions & found satisfactory. *W.T.B.*