

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

(Received at London Office)

Date of writing Report 23rd June 1933 When handed in at Local Office 24th June 1933 Port of Talmouth

No. in Reg. Book. 63201 Survey held at Talmouth Date, First Survey 13th June '33 Last Survey 13th June 1933

on the Machinery of the Steel GREENWICH (No. of Visits 1)

Tonnage { Gross 3554 Vessel built at South Shields By whom J. Readhead & Sons. When 1904-10
 Net 2237 Engines made at South Shields By whom J. Readhead & Sons. When 1904-10
 Nominal Horse Power { 293 Boilers, when made (Main) 1904. (Donkey) N.D.B. 1928
 No. of Main Boilers 2.55 Owners Britains S. Co. Ltd Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 Managers Watts, Watts & Co. Ltd Port London Voyage Laid up
 Steam Pressure in Main Boilers 160 lbs If Surveyed Afloat or in Dry Dock Afloat: River Fal
 in Donkey Boilers 120 lbs (State name of Dock.)

Last Report No. 7790 Port Fal

Particulars of Examination and Repairs (if any) D.B.S.

(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.

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? no

Do. " Donkey " " yes.

If this was not done, state for what reasons?

Main boilers not prepared

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? To be done

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? no

Is it fitted with continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? yes 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

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the survey the donkey boiler safety valves require to be adjusted under steam. It was stated that the survey would be completed at the first opportunity

How done:- At the request of the Owners examined the donkey boiler internally and externally together with mountings and safety valves and found same generally in good condition

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, 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 140 lb., F.D., &c.)

good and efficient condition and eligible, in my opinion, to remain as classified with a first record of D.B.S. 6-33 when completed as above.

Survey Fee (per Section 29) £ 2 : 0 : 0

Special Damage or Repair Fee (if any) (per Section 29.) £ : : :

Travelling expenses (if chargeable) £ : 5 : 6

Fees applied for

24th June 1933

Received by me,

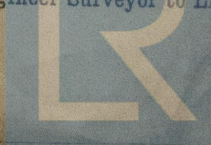
29th June 1933

Committee's Minute

Assigned

See Wreck Report.

Engineer Surveyor to Lloyd's Register



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