

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

Date of writing Report 8 AUG. 1928 When handed in at Local Office 10 AUG 1928 (Received at London Office 10 AUG 1928)

No. in Reg. Book Survey held at HULL. Date, First Survey 10 JUL 29. Last Survey 2 AUG. 1928

on the Machinery of the Wood, Iron or Steel S.S. "GREENWICH." (No. of Vessel 80)

Tonnage Gross 3578 Net 2266 Vessel built at SOUTH SHIELDS. By whom J. READHEAD &amp; SONS When 1904/10.

Engines made at By whom (Donkey) When 1904.

Boilers, when made (Main) 1904. Owners BRITAIN S.S. CO. LD. Managers WATTS, WATTS &amp; CO. LD. Port LONDON Voyage

No. of Main Boilers 2 No. of Donkey Boilers 1 Steam Pressure in Main Boilers 160 lbs. in Donkey Boilers 120 lbs.

Surveyed Afloat in Dry Dock (State name of Dock) HULL. Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

Last Report No. Port

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

(Periodical Surveys, when held, must be reported in detail and verification 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 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?

Do. 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?

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?

Did the Surveyor examine the drain plugs of the Main Boilers?

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

Has screw shaft now been drawn and examined?

Is it fitted with continuous liner?

Has shaft now been changed?

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

Has the shaft now fitted been previously used?

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

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?

Vessel placed in dry dock examined Propeller, Tail Shaft, stern bush, sea valves &amp; cocks with their fastenings.

Machinery opened up &amp; examined. Cylinders, Pistons, slide valves, crank, connecting rods, shafts, pumps, condenser tested, valves, cocks, pipes &amp; strainers of pumping arrangement; steering gear &amp; windlass.

Main Boilers opened up &amp; examined internally &amp; externally with mountings, safety valves man hole doors &amp; fastenings.

A new Donkey boiler was fitted on board with mountings, safety valves man hole doors &amp; fastenings all in good order.

The safety valves were afterwards adjusted to the pressures stated above.

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

(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, &amp;c.; thus, for example, B.S. 9, 11, B.C.U.S. 9, 11, or S.L.M.C. 9, 11, 140 lb., F.S., &amp;c.)

seen is in a good &amp; safe working condition &amp; eligible in my opinion to remain as now classed with fresh record + L.M.C. 8-28 subject to the circulating pump being renewed in 4 months. also notation

S seen 8-28 21 and NDB 28 recorded. Vessels name to be removed from

Special reasons &amp; limitation lists

Survey Fee (per Section 25) £11.00

Special Drawing Fee (per Section 25) £5.00

Travelling Expenses (if chargeable) £

Committee's Minute TUES 28 AUG 1928

Assigned + April 8-28

R.B. Greer

Engineer Surveyor to Lloyd's Register of Shipping.

1 FEB 1929

TUE 16 JUL 1929

FRI 9 AUG 1928

W649-0156 (12)



60198

S.S. "GREENWICH" (CONTINUED.)

Repairs, wear & tear.

Crank shaft. lifted all bottom main bearings remounted & shaft bedded.

Universal shafting all bearings remounted & shafting tested for alignment.

H.P. I.P. L.P. bottom ends remounted.

I.P. top end bottom brass renewed.

I.P. ahead sheave new key fitted & sheave refitted.

L.P. " guide bar renewed.

all Thrust plates remounted.

Feed pump rams 2N° renewed.

" " glands 2N° "

Bilge " relief valve springs renewed.

" " discharge valve renewed.

Circulating pump casting between upper & lower valve chamber corroded. This was temporary repaired.

I recommend this pump to be renewed in 4 months.

The pump in its present condition is in safe working condition.

pumping arrangement. 11N° pipes repaired or renewed & several valves & cocks overhauled & put into good working order.

minor adjustments to main & auxiliary machinery.

Windlass. 2N° cylinders, pistons, valves & fittings renewed.

Steering engine worm renewed.

Boiler. 6N° combustion chamber secured stays remounted.

zinc plate stands centre furnace remounted & refitted.

stand furnace jacked up.

wrapper plate caulked.

Port " "

rusts in furnace mouth caulked.

The furnaces were gauged & examined on water & fire on all sides.

The stand furnace was jacked up & the deflection of the centre & Port furnaces being slight. I am of opinion that this does not affect the present efficiency of the boiler.

1N° stay tube renewed.

2N° Plain " "

Stand.

17N° combustion chamber secured stays renewed.

Rpt. 9a.

Port of

Greenwich (14) 2

HULL.

Continuation of Report No. 29153 dated 8. 8. 28. on the

Zinc studs in centre furnace renewed.

1 rivet in C.C. chamber.

Front plate landing caulked.

wrapper plates " "

Back & front circumferential seams caulked.

3N° stay tubes renewed.

5" Plain " "

2N° bottom manhole doors built up by electric welding.

Mountings.

all overhauled & made good.

Main steam pipes (one flange renewed) annealed & tested by hydraulic pressure to 350 lbs per sq. in.

If B-11 this Report is copied by copying Press, special care must be taken that the copying paper is not so much damaged as to spread the ink, or to cause it to show through to the other side.

IF THE SUBMITTER REQUESTED NOT TO WRITE ACROSS THE MARGIN.



SS. No. 2 due 128 held & repairs  
 effected  
 New Donkey Boiler fitted -

It is submitted that  
 this vessel is eligible for  
 THE RECORD. + AM @ 8.28 July 1908  
 to the circulating pump being  
 renewed before the end of  
 12.28 but without other  
 conditions.

58.28.  
 NDB 28. 1200

2A  
 23/8/08

24.2.28  
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