

REC'D NEW YORK

OCT 23 1939

No. 981

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

(Received at London Office)

DEC 6 1939

Date of writing Report 19th Oct 1939 When handed in at Local Office 20th Oct 1939 Port of Jacksonville Fla
 No. in Reg. Book 25348 Survey held at Tampa Fla Date, First Survey 17th Oct 1939 Last Survey 19th Oct 1939
 on the Machinery of the Wood, Iron or Steel Screw Steamer "GRO" (No. of Visits four)

Tonnage { Gross 4211
 Net 2610
 Nominal Horse Power 365
 No. of Main Boilers 2
 No. of Donkey Boilers -
 Steam Pressure in Main Boilers 180
 in Donkey Boilers -

Vessel built at Sunderland By whom J. L. Thompson & Sons Ltd When 1917 Month 10
 Engines made at Sunderland By whom J. Dickinson & Sons Ltd When 1917
 Boilers, when made (Main) 1917 (Donkey)
 Owners P. Grolle Olsen & J. Hysing Olsens Owners' Address Rederi A/S
 Managers ✓ Port Bergen Voyage Tampa to Pensacola
 If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)

Last Report No. 6767 Port Bal

Particulars of Examination and Repairs (if any)

(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? yes" " Donkey " " " ✓If this was not done, state for what reasons? ✓And what parts of the Boilers could not be thus thoroughly examined? noneAlso 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 Starboard 10.39 Port 8.38Did the Surveyor examine the Safety Valves of the Main Boiler? yesTo what pressure were they afterwards adjusted under steam? 178 lbs.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 Boiler? yes, and of the Donkey Boilers? ✓Did the Surveyor examine the drain plugs of the Main Boilers? yes, and of the Donkey Boilers? ✓Did the Surveyor examine all the mountings of the Main Boilers? yes, and of the Donkey Boilers? ✓Has screw shaft now been drawn and examined? ✓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? ✓ 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 ✓

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

Is electric light and/or power fitted? ✓If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Starboard Boilers opened up, and

examined internally and externally and found or put in good condition. All mountings, manholes, doors and fastenings, drains, safety valves etc opened up, examined, and found or put in good condition. Boiler subjected to hydrostatic test pressure of 245 lbs.

Safety Valves adjusted, under steam pressure to 178 lbs

NOW DONE: Deep pitting on the two wing furnaces, drilled for thickness, which was noted to be 17/16" (.2656") and afterwards restored by welding (electric welding with coated weld rod) wasted areas around staybolts in the wet-back sheets of combustion chambers built up by welding. Three (3) broken staybolts replaced in rear head. 17 new clamps for zinc plates supplied.

TO BE DONE: Repair the corroded outboard collision chock on Starboard Boiler

General Observations, Opinion, and Recommendation:—The Starboard Boiler, as now seen, (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.S.M.S. 9.11, & L.M.C. 9.11, or

is in good condition, eligible, in my opinion, to remain as

classified and to have fresh record of BS with date when the Port Boiler has been examined and its Safety valves adjusted under steam.

Survey Fee (per Section 29) £

20:00

Fees applied for

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

20:00

Travelling expenses (if chargeable) £

40:50

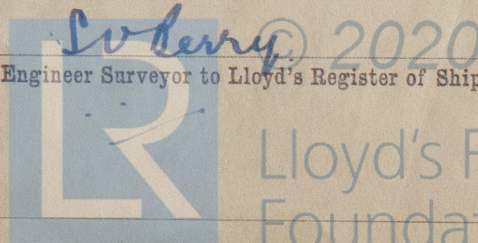
Received by me,

Committee's Minute

Assigned Deferred for Comp. B.S.

NEW YORK NOV 8 1939

Acting Engineer Surveyor to Lloyd's Register of Shipping.



W483-0213

1000/1000

Y. Kim

11.12.39



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Lloyd's Register
Foundation