

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

26 JUL 1947

Date of writing Report 26/6 1947 When handed in at Local Office 26/6 1947 Port of Rotterdam

No. in Survey held at Capelle a/d Yssel Date. First Survey 26/6 46 Last Survey 2/6 1947 (No. of Visits 14)

2305 on the Machinery of the Wood, Iron or Steel m/s "ELISABETH"

Gross 348 Vessel built at Ruischerbrug By whom Wed. J. de Jong Year. Month. 1919
 Net 188 Engines made at Köln - Deutz By whom Motorenfabr. "Reut." 1919
 Nominal 47 Boilers, when made (Main) (Donkey)
 of Main Boilers Owners N.V. Kokocent Owners' Address
 of Donkey Boilers Managers (if not already recorded in Appendix to Register Book.)
 Main Boilers If Surveyed Afloat or in Dry Dock Port Rotterdam Voyage Oslo
 Donkey Boilers (State name of Dock.)

Report No. Port

Particulars of Examination and Repairs (if any) Classification L.M.C. & T.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, 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 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.

Has a special damage report been made by anyone else? If so, by whom?

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time?

Donkey " " " "

State for what reasons? What parts of the Boilers could not be thus thoroughly examined?

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?

Latest date of internal examination of each boiler.

Has the Surveyor examined the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Has the Surveyor examined the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Has the Surveyor examined the drain plugs of the Main Boilers? and of the Donkey Boilers?

Has the Surveyor examined all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? yes Has it a continuous liner? no Is an approved oil retaining appliance fitted at the after end? no

Has the shaft now been changed? yes If so, state reasons badly worn Has the shaft now fitted been previously used? no Has it a continuous liner? no

Is an approved oil retaining appliance fitted at the after end? no State date of examination of Screw Shaft 19/3 47 State the wear down in the bush fit

Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yes

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

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

not placed on slip way. Propellers, sea connections and their fastenings examined. Crankshafts drawn and rejected, both badly worn, renewed marked. Examined main engine cylinders, covers, pistons, valves and valve gears. Meeting ends with their top and bottom ends, crankshaft, reversing crankshaft, and all working parts of auxiliary engine, and of main and auxiliary compressors. Receivers examined internally and tested to 2 x W.P. and found good. Air and fuel tanks, pumps, pumping arrangement examined. Electrical equipment examined and tested as required by the Rules (Please see Rpt 13). Machinery tested under full working conditions and all found good. Above parts found or placed in good conditions. Due to wear and tear: All bearings + bottom ends remounted, both crankshafts, pins + nuts skimmed, all cylinders false liners fitted, pistons skimmed. Minor repairs carried out.

General Observations, Opinion, and Recommendation: The machinery of this vessel is in good

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, BS 9,11, B&MS 9,11 or LMC 140 lb., FD, &c.)

Classification and eligible in my opinion to be classed in the Society's Register Book with the Record of L.M.C. 6-47 and T.S. 3-47 (both new)

Fees applied for 2.90,- 21/6-1947

Damage or Repair Fee (if any) 1.50,- Received by me,

Expenses (if chargeable) 3.05.00

Surveyor's Minute See minute on Machy F.E. Rpt.

21 OCT 1947

Engineer Surveyor to Lloyd's Register of Shipping.

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to