

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

(Received at London Office 13 JAN 1932)

Date of writing Report 8th Jan. 1932 When handed in at Local Office 9th Jan. 1932 Port of GLASGOW  
 No. of Survey held at Glasgow Date, First Survey 16. 11. 31 Last Survey 25th Dec. 1931  
 on the Machinery of the Wood, Iron or Steel M. V. "ELMWORTH" (No. of Visits 15)  
 Gross 4963 Vessel built at Dunbarton By whom A. Mc Gillan & Son Ltd. When 1924-11.  
 Net 3040 Engines made at Glasgow By whom Harland & Wolff Ltd. When 1924.  
 Nominal Horse Power 489 Boilers, when made Main (Donkey) 1924.  
 of Main Boilers — Owners Dalglish Ste. Shpg. Co. Ltd. Owners' Address As recorded.  
 of Donkey Boilers One Managers R. S. Dalglish Ltd. Port Newcastle Voyage —  
 Main Pressure — If Surveyed Afloat or in Dry Dock Harland & Wolff's Basin  
 Main Boilers — (State name of Dock.) Glasgow Dry Dock.

Last Report No. — Port —Particulars of Examination and Repairs (if any) DAMAGE PART LMC

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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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? Yes: Not required.

Is a damage report made by anyone else? If so, by whom? Joseph Rose & Son for M'written

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? None.

Do. " Donkey " No.

Was this not done, state for what reasons? Not due.

What parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

, 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? ✓

Has it a continuous liner? ✓

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

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Close.

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

LMC, Oil fuel settling tanks, steering engine & the vessel's electrical equipment remain to be examined. The Owner's representative states that this will be attended to at the first convenient opportunity.

DAMAGE (1) stated due to grounding in the Fraser River.

NOW DONE:- Vessel placed in dry dock: sea cocks opened out & examined: tail shaft drawn & examined: stern bush re-wooded: propeller blades torn & bent at tips - removed ashore, joined & tips burnt up: propeller & outside fastenings of under-water fittings examined: Main & auxiliary pumps & bilge connections opened out & examined.

DAMAGE (2) stated due to heavy weather.

Cylinders & covers, pistons & rods, valve gear & crank & intermediate shafting opened out & examined. [P.T.O.]

General Observations, Opinion, and Recommendation:- This vessel's Machinery so far 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, &c.; thus, for example, B.S. 9,11, B.M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

seen, is in efficient condition and is eligible, in my opinion, to remain as classed and share fresh records: TS-CL-12.31 now & LMC - 12.31 on completion of the survey as above.

Fee (per Section 29) + LMC £ 13: - -  
 Special Damage or Repair Fee (if any) £ 12: 12/-  
 (per Section 29.)  
 Other expenses (if chargeable) £ - : -

Fees applied for

19

Received by me,

17.2.1932

Committee's Minute GLASGOW 12 JAN 1932Signed Deferred.Note Shaft.

TUE. 20 SEP 1932

FRI. 23 DEC 1932

FRI. 3 MAR 1933

TUE. 13 FEB 1934

Engineer Surveyor to Lloyd's Register of Shipping.

TUE. 2 JAN 1934

TUE. 25 APR 1933

TUE. 7 NOV 1933

M.V. "ELMWORTH" (contd.)

DAMAGE (2) (contd.): A number of loose rivets found in engine seating — Particulars of stiffening of same are given in accompanying Ship Report.

In Main engine crank shaft the after coupling end of the forward half of crank and the forward & after coupling ends of after half — found loose in webs — these three parts now renewed — Forging Rpts. fbs. 4276 & 4284 attached  
1 additional crank dowel pin — found loose — renewed.

1 additional journal (scored) skinned & bush for same re-installed. Crank shaft subsequently examined in lathe for true.

Engine bed-plate lifted & examined. Bed-plate re-fitted and a number of additional checks fitted under same. Shafting re-lined thro out.

NOTE: The Owners request that the above examination for DAMAGES (1) & (2) count towards survey for & L.M.C.

PART & L.M.C. & OWNERS' REPAIRS: — The auxiliary generator engines opened out & examined thro out:

All 3 high pressure compressor pistons (nom) renewed.

also all 3 high pressure air cooling coils (nom) renewed.

All piston guide pins (nom) renewed.

Two Main Engine Pistons (fractured) renewed.

Compressed air Reservoirs opened out & examined.

J.B.