

Report of Survey for Repairs, &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
No. of Visits 15

on the Machinery of the Wood, Iron or Steel M. V. "ELMWORTH"
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 Galglish Str. Shpg. Co. Ltd. Owners' Address As recorded.
of Donkey Boilers One Managers R. S. Galglish 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.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER, Date of last Survey and of Periodical Surveys.	Years assigned or expired.	Machinery and Boiler Surveys (Including date of N.B., if any)
* 100 A 1 - 231		* LMC - 8.29
SS. S.L. No 1 - 29		DBS - 7.31
		TS-CL-1.30
		Oil Sp.

Particulars of Examination and Repairs (if any) DAMAGE PART I MC

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.

Where 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.

Was 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

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

Survey Fee (per Section 29) * LMC £ 13: - - Fees applied for 1932

Special Damage or Repair Fee (if any) (per Section 29.) £ 12: 12/- Received by me, A. Campbell & Doyle

Printing expenses (if chargeable) £ - : - : 1932

Committee's Minute GLASGOW 12 JAN 1932

Signed Deferred. Note shaft.

Engineer Surveyor to Lloyd's Register of Shipping.

TUE. 20 SEP 1932
FRI. 23 DEC 1932
FRI. 3 MAR 1933
TUE. 13 FEB 1934
TUE. 7 NOV 1933

TUE 2 JAN 1932
TUE. 25 APR 1933

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

002577-002582-0205

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

M.V. "ELM WORTH" (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 end the forward & after coupling ends of after half — found loose in webs — these three parts now renewed — Forging Rpts. fgs. 4276 & 4284 attached

1 additional crank dove 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.D.B.

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



© 2021

Lloyd's Register Foundation