

## PORT OF SURVEY FOR REPAIRS, &amp;c., OF ENGINES AND BOILERS

(Received at London Office 13 OCT 1954)  
 Writing Report 26 August 1954 When handed in at Local Office Sept. 2, 1954 Port of Baltimore, Maryland  
 Survey held at Baltimore, Maryland Date First Survey 30 July Last Survey 10 August 1954  
 on the Machinery of the ~~Widdell, Atch/Steel~~ S.S. "ELNA II" (No. of Visits 5)

Gross 3188 Vessel built at Vancouver B.C. By whom Wallace Shipyards, Ltd. Year 1919-6 Mo.  
 Net 1910 Engines made at - By whom Wallace Shipyards, Ltd. When 1919-6 Mo.  
 } 375MN Boilers, when made (Main) 1919 (Donkey) -  
 2 SB Owners O. L. Tiedemann Owners' Address -  
 Boilers - (if not already recorded in Appendix to Register Book.)  
 Managers - Port Monrovia Voyage -  
 If Surveyed Afloat or in Dry Dock Both Maryland Drydock Co.  
 (State name of Dock.)

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

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned expired	Machinery and Boiler Surveys (including date of N.B., if any)
*100A1 9.53		*LMC 8.50
ss Mob. 2nd No. 3-		TS (CL) 3.52
1.45		BS 10.53
ss N .0s 8.50		
Fitted for oil fuel 1.45 F.P. Above 150° F.		

Port No. Port.  
 of Examination and Repairs (if any) Dmg. DD. BS. TS. genr. exam.  
 Repairs, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) stated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarized at the end. State also the dates and initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he offered his services for this and why they were declined.

Report made by anyone else? If so, by whom? London Salvage Association

Did you personally go inside each Main Boiler separately and make a thorough examination at this time? (port) yes

" Donkey " " " " "

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

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? (port) 4 August 1954

Result of internal examination of each boiler. Present condition of funnel(s) good

Did you examine the Safety Valves of the Main Boilers? (port) yes To what pressure were they afterwards adjusted under steam?

Did you examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

Did you examine all the manholes, doors and their fastenings of the Main Boilers? (port) yes and of the Donkey Boilers?

Did you examine the drain plugs of the Main Boilers? (port) yes and of the Donkey Boilers?

Did you examine all the mountings of the Main Boilers? (port) yes and of the Donkey Boilers?

Has the shaft now been drawn and examined? yes Has it a continuous liner? yes Is an approved oil retaining appliance fitted at the after end?

Has the shaft been changed? If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the

5/32" Is electric light apparatus fitted? yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?

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

When referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

Damage sustained due to vessel grounded on passage from Hantsport, N.S. to Philadelphia Pa. on July 25 and 26,

done: - Vessel placed in drydock, propellers, fastenings of the stern bush and sea connection examined.

done for Damage: - Tail shaft drawn, examined and found water grooved between liner and propeller boss,

approx. .210" deep circumferential fracture at the forward end of taper.

rust, shoes, cleaned, examined and adjusted remetalled and machined one thrust shoe.

engines L.P. guide shoe (ahead and astern) remetalled, guide plates ground smooth.

main bearing opened, cleaned and adjusted. Paired and dressed one propeller tip.

es opened up cleaned examined and placed in efficient condition.

culating pump, main condenser, and main engines cooling water pipes opened up cleaned and examined.

done for commencement of BS: - The port scotch boiler opened up, cleaned and examined internally and

ly together with boiler mountings safety valves and doors and found or now placed in good order.

the Fracture in the tail shaft it was recommended to be renewed. The Owner proposed welding the fracture,

Observations, Opinion, and Recommendation:— P.T.O.

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 made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11, \*LMC 9,11 or \*LMC 140 lb., FD, &c.)

mitted for the information of the committee. CS 3,34

Section 29) \$ 50.00 Fees applied for Sept. 2, 1954

Repair Fee (if any) \$ Received by me, 1954

es (if chargeable) \$ 5.50

Minute NEW YORK SEP 28 1954

Transmit to London.

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



010662-010674-0053



but he was informed that we could not accept this method of repair.

Written notice was sent our New York office that the Owner desired to withdraw the vessel from this Society's classification.

The surveyor to the Bureau Veritas subsequently attended with a view to the vessel being classed with that society.

It is understood the shaft was placed in the lathe, and skimmed down on way of the fracture, and refitted without welding.

*to check & please send up  
Rule 13.7 dia. put in 14" with cl.  
Rule size 1954 Rule calculated R/L  
13.63" to skim out defect .21 deb  
recess dia in at least .42"  
14.25  
13.83 or less depending on  
position of defect.  
Shaft has been accepted with  
defect turned out but still in  
critical condition, repair not fully reliable.  
Rule 13.63  
L*



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