

13 JAN 1932

No. 52059

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 4th Jan 1931 When handed in at Local Office 11th Jan 1931 Port of GlasgowNo. in
Reg. Book.Survey held at GlasgowDate, First Survey 16th Nov Last Survey 24th Dec 1931.(No. of Visits 15)20068 on the Wood, Iron or Steel SC "ELM WORTH"

TONNAGE

Built at DumbartonBy whom A Mc Millan & Son LtdWhen 1924-11GROSS 4963Owners Dalglish Ship Shpg Co Ltd

Owners' Address

(if not already recorded in Appendix to Register Book)

UNDER DECK 4587Managers R. S. DALGLISH, LTD.Port belonging to GlasgowSurveyed Afloat or in Dry Dock? bothName of Dock 1st from Dry Dock & HallsDestined Voyage Not knownWB=CellDBorDBa feet; uE&B feet; f basin feet }
total capacity tons. FPT tons; APT tons; MT feet tons. }

N.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 3031 Port Glasgow

(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, 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on back of this form. State also the dates and initials of any letters respecting this case.)

Cases where the Surveyor has not made a special damage report he is required to state whether he has declined his services for this purpose and to whom and why they were declined

Society's Freeboard (if assigned) as painted on Ship and now verified ✓ ft. ✓ ins.Was a damage report made by anyone else? If so, by whom? Not requiredREPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE & PT S.S. N°2.DAMAGE—stated to have been sustained by vessel grounding in Fraser River on 29th March 1931.
(PLEASE SEE VANCOUVER RPT N° 2920 & 3031)

placed in dry dock with all d. b. tanks full of water also Peaks, found a number of shell nuts leaking
in bottom & chalking damp in places, paintwork scrubbed from fore end to aft machinery spaces.
2, 3, 4. Pits & coils, tub bil d. b. tanks cleaned examined internally & found satisfactory.
REPAIRS:—A number of shell nuts set up & seams recaulked in bottom.
1 link fractured in anchor length of Pt cable now repaired & cable tested full particulars given on back
of page 1 of this report

SEE OVERLEAF & PAGE 2

ARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								RIGGS, MAIN HOUSE STIFFS.
Removed and Faird or Repaired								MAIN HOUSE, BULKHEADS.
Faird or Repaired in place	2							
ENT CONDITION OF THE								
ing of Decks	good							
ngs	"							
& Fastenings	"							
e Plating	"							
hooks	"							
oms	"							
is	"							
se Frames	"							
tudinals	"							
verses	good							
ons	"							
gers	"							
Bottom Plating	"							
State if Tanks have been examined inside	24 th 4/11							
State if Tanks now tested	24 th 4/11							
Bulkheads	good							
Ceiling	"							
Cement or Asphalt (State which.)	"							
Rudder	"							
Steering gear and its connections	good							
Windlass	"							
Have Pumps now been examined and found efficient?	Yes							
Have Sluice Valves now been examined and found efficient?	Yes							
Have Watertight Doors now been examined and found efficient?	Yes							
Have Ventilators and their Coamings been examined and found efficient?	Yes							
Dblng. Plates under Sounding Pipes	good							
Engine Room Skylights	good							
Coal Bunkers, Open'gs, Lids, &c.	good							
Scuppers	good							
Cargo Hatchways	good							
Hatches	"							
Planking of Wood Vessels	"							
Caulking	ditto							
Treenails	ditto							
Breasthooks & Stemson	ditto							
Transoms, Pointers, & Crutches	ditto							
Timbers of Fram at openings	ditto							
Ditto Ditto at other places	ditto							
Stringers, Clamps & Shells	ditto							
Salting (State if examined.)	ditto							
Copper, or Y.M. of Wood Vessels (State if on Felt).	When put on, Month <u>✓</u> Year <u>✓</u>							
Boats	good							
Masts, Yards, &c.	"							
Condition, how ascertained	from deck							
(State if wedges removed)	Yes							
Sails	✓							
Equipment letter	7-3-1							
Anchors, No. of	3-1							
Cables (State if now ranged)	Yes							
" length (on board)	stated complete size							
" Rule length	size							
Hawser & Warps	sufficient							
Standing and Running Rigging	good							

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1, 24," or "to remain as classed and to have record of survey, 1, 24, and the notations of ss No. 1-24 and PTND24, &c."

This vessel is in an efficient condition & eligible in our opinion to remain as at present classed in the Register Book with the fresh record of survey 12-31 & to have the notation s.s. N°2 (with date) in completion of the survey as stated in the report submitted to other plate (S.S.) (E.W. 12-31) being specially examined next of docking.

Key Fee (per Section 29) £

Special Damage and Repair Fee (if any) £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Committee's Minute GLASGOW 12 JAN 1932

Character Assigned

100 A112.31

subject to

Note S.S. No. 2 (Arm.)

Fees applied for

Received by me

for H. A. Gibbs & self.

H. J. Pyle

Surveyor to Lloyd's Register of Shipping.

TUE. 20 SEP 1932

FRI. 23 DEC 1932

FRI. 3 MAR 1933

TUE. 25 APR 1933

TUE. 7 NOV 1933

TUE. 2 JAN 1934

TUE. 13 FEB 1934

Lloyd's Register
Foundation

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

Particulars of re-bitted length of cable.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX-STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
	1st Bower ...															
	2nd "															
	3rd "															
	Greatest Weight.															
	Stream															
	Kedge.....															

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Inch.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Inch.			
4117	15	2 1/8	8 1/4	-	34-0-7	35-3-14	270	2 3/16	STEEL LINK	-	24/12/31. GLASSGOW. LAFINER.
					100 2 3/16		To T.A.M.				
Iron Stream Chain or Steel Wire....											

* This length of cable was originally 2 3/16 dia.

pt. 9a.

ort of

glasgow.

Continuation of Report No. 52059 dated 24th Dec 1931.

on the

STEEL SC "ELMWOOD"

DAMAGE:— stated to have been sustained by the vessel encountering heavy weather on 23rd Dec 1930.

On examination of vessel found fore end of forward mast house set back & stiffens buckled.

REPAIRS: FORE MAST HOUSE:— Fore end plating cut free & faired.

4 stiffens renewed.

All riv & disburled work cleaned & recanted.

DAMAGE:— stated to have been sustained by vessel encountering heavy weather between 7th—26th April 1931 whilst on a voyage from Vancouver to Shanghai.

Vessel placed in dry dock & examined.

On examination of vessel found shell fractured in way of Fore Pk on Port side, outer plate fractured on St. side, bulwark batt to star ribs stated, a large number of engine seat ribs slack, ribs in lock top in way of engine seating too leaking, steering engine seating ribs to After Pk lock top leaking etc.

REPAIRS: SHELL: FORE PEAK: 4th STRAKE BELOW SHEER:— No. 1 plate on Port & St. sides where fractured electrically welded & dunnies fitted.

BULWARK PLATES:— batts re-milled to counterbore on Port & St. sides at both ends of Bridge.

RUDDELS:— 1 finthe renewed, 4 hashs renewed.

LADDERS:— Boat deck & Mast ladders faired.

STEERING GEAR SEATING:— A number of ribs to After Pk lock top renewed.

FRAME BRACKETS:— A number of ribs in bracket connections to lock top in way of No. 3 Hull & machinery space set up.

SHELL RIBS:— A number of ribs in Fore & After Pks set up.

ENGINE SEATING:— Engine bed lifted, a large number of ribs throughout engine seating renewed.

OUTER PLATES: STARBOARD SIDE:— outer plate v'd out & electrically welded, this to be specially examined next dry docking.

No. 3 d.b. lock, Lab bil, Pk's coiling & offenders examined internally, a number of ribs in lock set up.

On completion of repairs No. 3 d.b. lock, Lab bil, Pk's coiling & Fore & After Pk locks tested & found satisfactory.

ALTERATIONS:— The bunn have fitted a B.A. rail carried up the sweep plates at both ends of the Bridge at this time.

ENGINE SEATING:— The bunn have fitted the following additional stiffening to the engine seating at this time.

Top plate cut back between 79 & 80 frames & forward part renewed of selected width.

Use 3 1/2 x 3 1/2 angle connection to lock top on outside brackets removed & 6 x 6 bars fitted extending beyond end of brackets as per plan.

6 mms ties & brackets fitted on inner side of fore & aft girders all as per plan.

Reed brackets on No. 76 & 78 fitted in order to get access to holding down bolts of engine.

All vertical bars where joggled on fore & aft girders electrically welded, top plate tack welded to fore & aft bars on inner side of girders. A plan is enclosed herewith showing additional stiffening.

SEE PAGE 3

Glasgow.

STEEL SC "ELMORTH"PART S.S. N°2 (DVE 11-32)

Fore & Aft Pk Tanks, N°1, 2, 3, 4. Lat bil & Piston cooling tanks, cofferdam in machinery space cleared, scanned internally & not satisfactory. Aft Pk Tank, N°3 d. b. Tank, Lat bil & Piston cooling tanks tested under pressure & not satisfactory. N°3 Lower Hold scanned & found satisfactory, ceiling & hatches lifted, re-laid or renewed as found necessary. Machinery spaces scanned & found satisfactory. Under Deck Bunks scanned & found satisfactory, space above F. Pk Tank scanned & found satisfactory, air & sounding pipes scanned & found satisfactory, plates under sounding pipes.

REPAIRS:- On examination of N°2 d. b. Tank found slight pitting on shell. The bunks here at this time thoroughly cleared the shell & cemented the bottom of the Tank.

TO COMPLETE S.S. N°2:- Vessel to examine in dry dock.

Anchor & cables to examine.

Chain locker to examine

Fore Pk, N°1, 2, 4 & 5 d. b. Tanks to test under pressure.

N°5 d. b. Tank to examine internally.

N°1, 2, 4 & 5 Lower Holds to examine.

Port. Bridge & F'de spaces to examine.

Weather decks, hatches, ventilators, trabs, coverings etc to examine.

Crew spaces to examine.

Plating under sidelights to examine.

Windlass & steering gear to examine.

Masts, spars & rigging to examine

H.T. Oil & Land pumps to try

Freboard to verify

General equipment to examine.

Air & sounding pipes to examine.

S. R. LIST:- Vessel has been scanned in dry dock after grounding at this time, it is submitted this item be deleted from S. R. List.

H. J. P.