

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

No. 6171.

of writing Report 14th SEPT. 1946 When handed in at Local Office 13.46 Port of DUBLIN.
Survey held at RUSHMORE Date. First Survey 25th SEPT 45 Last Survey 9th SEPT. 1946
on the Machinery of the Wood, Iron or Steel S.S. "IRISH ELM" (No. of visits 22)

Gross 4199 Vessel built at SUNDERLAND By whom J. L. THOMPSON & SONS LTD When 1910-1
Net 2541 Engines made at DL By whom J. DICKINSON & SONS LTD When DL
Main Boilers 258 Boilers, when made (Main) 1910 (Donkey)
Owners IRISH SHIPPING CO. Owners' Address
Managers (if not already recorded in Appendix to Register Book.)
Port DUBLIN Voyage
Surveyed Afloat or in Dry Dock RUSHMORE (State name of Dock.)

Report No. Port
Particulars of Examination and Repairs (if any) + LMC, T.S.
Special 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
Damage report made by anyone else? If so, by whom?
Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes
Donkey "

Particulars of Classification (which must be inserted <u>precisely as in Register Book & Supplements).</u>		
CHARACTER.	Years assigned	Machinery and Boiler Surveys (including date of N.B., if any)
* for Special Survey. Date of last Survey and of Periodical Surveys.	now expired.	
T100 A1.	4.44	+LMC. 4.41.
SS. SPT 2- N-3- 5.36.		BS. 2.46.
SS. N.YK N-1-41		TSCC N. 4.44.

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 27th July 1946. Present condition of funnel good
Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? 180 lb.
Surveyor examine the Safety Valves of the Donkey Boilers? yes To what pressure were they afterwards adjusted under steam?
Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes, and of the Donkey Boilers?
Surveyor examine the drain plugs of the Main Boilers? yes, and of the Donkey Boilers?
Surveyor examine all the mountings of the Main Boilers? yes, and of the Donkey Boilers?
Screw shaft now been drawn and examined? yes Has it a continuous liner? yes Is an approved oil retaining appliance fitted at the after end?
Shaft now been changed? No. If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?
Approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft 7th August 1946 State the wear down in the bush 3/32 Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes.
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.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done. complete.
done: - Vessel placed in dry dock. Propeller, screw shaft, stern bush, connections and fastenings examined.
Cylinders, pistons, slide valves, crank, thrust and intermediate shafts, pumps, condensers (tested). The valves, cocks, pipes and strainers of the pumping arrangements examined.
Boilers examined internally and externally with mountings, safety valves, manhole doors and fastenings.
Safety valves were adjusted under steam to the pressure stated.
Steam pipes annealed and tested examined under hydraulic pressure 360 lb. per sq. in. and afterwards examined internally as far as practicable.
Electric Installations examined and tested under working conditions (continued)

General Observations, Opinion, and Recommendation: The machinery of this vessel so far
(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 9.11 or LMC 140 lb., FD, &c.)
now seen is in good condition and eligible in my opinion remain as now classed with fresh record +LMC 9.46 and TSCC seen 8.46.

Fee (per Section 29) +LMC £17:0:0 Fees applied for 16th SEPT. 1946
ELCC, EQUIP. 3 0 0
Damage or Repair Fee (if any) £ : :
(per Section 29.)
Other expenses (if chargeable) £ : :
Received by me, 19

Committee's Minute
dated J. 8. 46
FRI. 18 OCT 1946
+LMC 9.46
CERTIFICATE WRITTEN

R. B. Guer.
Engineer Surveyor to Lloyd's Register of Shipping.

Repairs wear & tear.

H.P. piston rod skinned neck and gland bushes, renewed.

H.P. piston rings renewed.

I.P. and L.P. piston rods renewed. Certificate No. 43281 attached. neck and gland bushes renewed.

I.P. piston rings renewed.

L.P. crosshead shoe reinstalled.

H.P. I.P. L.P. valve spindles skinned, neck and gland bushes renewed. all valve gear overhauled adjusted and placed in good condition.

Condenser a number of tubes renewed.

Inboard bilge pump neck & gland bushes renewed.

circulating pump bucket-ring renewed.

Auxiliary Condenser new fitted.

Ballast pump. a new Lamont No 20160, 10" x 10" x 10" fitted.

General service pump. buckets, piston rings, and valve spindles renewed. Main auxiliary feed pump, bucket-rings renewed.

Bilge pipe lines overhauled throughout vessel, pipes and bands renewed where required. No 4 hold bilge suction C.I. band renewed.

Tank suction pipe No 2, No 4 hold bilge suction C.I. band, main bilge line stanchion band, C.I. renewed. a number of lead pipes repaired.

Boilers.

Port. all plain tubes renewed.

Port Combustion Chamber radius of back plate flange built-up by electric welding. One screw stay removed plate built-up and stay renewed.

Starboard bottom door built-up by electric welding.

Starboard. Port Combustion Chamber. 2 stay nuts renewed.

Centre do. do. 3 screw stays removed, plate in way built-up and stays renewed.

Port bottom man hole flange built-up by E.W. new dogs supplied for door.

Starboard bottom man hole door dogs renewed.

Minor repairs to mountings.

Tunnel scumot renewed.

Electric Installations all dismantled overhauled placed in good condition with part new material megger tested and examined under working conditions.

Spares replaced to Rules.

The machinery tested under working conditions.

R. B. Green.



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