

s.s. "IRISH ELM"

This vessel passed a Special Survey at New York in 4,41 when, according to the report, only minor repairs were effected to the machinery. (1)

Early in 9,41 the machinery came under survey at Dublin for Boiler Survey and machinery repairs. The survey was completed on the 9th instant and there appears to have been considerable delay due to want of materials. 2

The Owners have complained of the large repairs found necessary so soon after the Special Survey at New York. (3)

The Dublin Surveyor reports that the bottom main bearings, three tunnel shaft bearings, the thrust shaft bearing and the thrust shoes required to be remetalled, that all the crosshead brasses were broken or worn, two bottom bearings required new white metal, (that) the pump shaft bearings and the pump link brasses were worn and required to be renewed, (that) a low pressure eccentric strap was worn and required renewal, the LP ahead eccentric sheave required to be machined on account of wear and (that) five pumps required repairs; 24 leaky tubes in the condenser were renewed, a bilge pipe and the suction pipe from the fore peak were renewed (broken).

In the boilers three fire box back plates were cropped and partly renewed on account of wastage, together with the stays in way. (These stays would require renewal whether wasted or not as they would be destroyed when removing the wasted plating).

With regard to the machinery repairs, it will be noted that these are almost all repairs to bearings and the Surveyor states that some of the bearings shewed signs of over heating. This heating might well have occurred after the New York survey.

IT IS SUBMITTED the New York Surveyors be informed of the case and asked for their remarks and that the Dublin Surveyor be asked to state whether, in his opinion, ^{any of} the boiler repairs could have been deferred until 4,42 when normally the next Boiler Survey would be due. ✓

*It is submitted that
this vessel is eligible for
THE RECORD.* 17.3.42.

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