

# Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

9 SEP 1941

Date of writing Report 2-7- 1941 When handed in at Local Office 2/7/1941 Port of NEWCASTLE-ON-TYNE

No. in Book Survey held at South Shields Date, First Survey 22-7-41 Last Survey 25-6-1941 (No. of Visits 17 + 4 (Etc.))

1930 on the Machinery of the Wood, Iron or Steel S.S. "Elna II"

Age { Gross 2221  
Net 1990 Vessel built at Swansea By whom Mr Raylton Jones 16.12.1903 - 8

Original { 356  
Use Power { Engines made at Newcastle By whom Z. L. Marine Eng. Co. Ltd. When 1903

of Main Boilers 356 Boilers, when made (Main) 1903 (Donkey) -

of Donkey Boilers ✓ Owners Ministry of Shipping Owners' Address - (if not already recorded in Appendix to Register Book.)

Pressure 180 lb Managers General Management Co. Ltd. Port London Voyage -

Main Boilers ✓ If Surveyed Afloat or in Dry Dock Afloat: Middle Dock B.D. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Donkey Boilers ✓ (State name of Dock.)

st Report No. Port

rticulars of Examination and Repairs (if any) Damage

riodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the use of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on count of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and sides 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.

amage 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

s a damage report made by anyone else? If so, by whom?

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" " Donkey " " " "

is was not done, state for what reasons? I have no further report as 189332 dated 15-1-40.

CHARACTER. X for Special Survey Date of last Survey and of Periodical Surveys.	Years and months expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A1		+ L7C 5.39
Spur rack with freewheel.		B.1 4.40
7.40.		C.L. 5.39
22. Cpn. 3.2 N.23-6.30		
22. Tin. N.2-39		

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? ✓

e latest date of internal examination of each boiler P+C 16.5.41 S. 22.5.41 Present condition of funnel(s) Good

the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs

the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes , and of the Donkey Boilers? ✓

the Surveyor examine the drain plugs of the Main Boilers? Renewed , and of the Donkey Boilers? ✓

the Surveyor examine all the mountings of the Main Boilers? Yes , and of the Donkey Boilers? ✓

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? ✓

shaft now been changed? No If so, state reasons ✓

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? ✓

date of examination of Screw Shaft 22.5.41 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Renewed

Engine parts, when referred to by numbers, should be counted from forward.

o, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

he Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

ow done: Vessel in dry dock. Examined propeller, screw shaft, stern bush, sea connection, bottom fastenings; Condenser under test; windlass engine; the main boiler throughout & mountings. Main safety valves adjusted under steam as above, Pumping arrangements.

Repairs: Screw shaft key renewed, Propeller fitted to shaft without smithing. Stern bush renewed. Condenser cleaned internally, about 100 tubes & all wood frames renewed. Bottom of air pump jointed to cast iron condenser & large cement box on flange renewed. Bottom of air pump jointed to cast iron condenser & large cement box on flange renewed. The condenser jointed very slightly at top, made tight by caulking in lead & lightly cemented. The condenser adapted to prevent the expense & save time by removing the main engine pump. Port boiler, Port tank plate badly buckled 36" x 30" cut out & renewed & 5/16" boiler quality plate welded in. 12 back stays renewed. Long foreman's grommets grooving cut out & built up. In completion

eneral Observations, Opinion, and Recommendation:— The machinery of this vessel, as far as (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, B.S. 9,11, E.&M.S. 9,11, X L.M.C. 9,11, or X L.M.C. 140 lb., E.D., &c.)

ow seen, is eligible in my opinion to remain as classed with fresh runs of B.S. 6.41 & T.S. 5.41 C.L.

ey Fee (per Section 29) 0.5 £ 4:0:0 Fees applied for 1-8 SEP 1941

to new Etc. install. £1:0:0

ial Damage or Repair Fee (if any) £8:8:0

ICANCE CASE-Form (R.I.) ✓ Received by me, 19

elling expenses (if chargeable) £

mmittee's Minute TUE. 30 SEP 1941

signed B.S. 6.41

Engineer Surveyor to Lloyd's Register of Shipping.



all back ends examined under a water test of 20 lbs.  
Center hole back side steps renewed as recommended.  
Stanch hole grommets of 3 pieces growing on water side cut out & riveted.  
In all holes screw tops, pins & plugs renewed.  
Ballast chocks for shaft renewed & repaired. all holes relagged.  
Main discharge pipe repaired.  
Hullless cylinder block renewed. Crank shaft pinion renewed.  
On completion of repairs the main & auxiliary ran a satisfactory morning trial of 1 1/2 hours.

En. J. H. Hurland.

Electrical Installation & electrical installation was examined and tested  
after the following repairs had been carried out and was  
found satisfactory.

Main switchboards and generators cleaned and overhauled.

Engine and boiler room, aft accommodation renewed and new

fittings installed.

Faulty circuits made good.

W. B. Bowen



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