

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

9 SEP 1941

(Received at London Office)

Date of writing Report 2-7- 1941 When handed in at Local Office 2/7/41 Port of NEWCASTLE-ON-TYNE

No. in Book 1030 Survey held at South Shields Date, First Survey 22-7-41 Last Survey 25-6-1941
(No. of Visits 17 + 4 Etc.)

1030 on the Machinery of the Wood, Iron or Steel S.S. "Elna II"

Name { Gross 3221 Vessel built at Turkey By whom Sir Raylton Pinn 16. 41 When 1903 - 4
Net 1990 Engines made at Newcastle By whom Z. L. Marine Exp. Co. Ltd. When 1903

Original Horse Power 356 Boilers, when made (Main) 1903 (Donkey) -

No. of Main Boilers 356 Owners Ministry of Shipping Owners' Address -
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 180 lb Managers Gene Management Co. Ltd. Port London Voyage -

Main Boilers 180 lb 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 180 lb

Particulars of Examination and Repairs (if any) Damage

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Damage 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.

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

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

CHARACTER. (For Special Survey Date of last Survey and of Periodical Surveys.)	Years allowed now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A1		+ L77C 5.39
Spur deck with		B.L. 4.40
frustrated.		C.L. 5.39
7.40		
22. Cfm. 3. 2. 23-6.30		
22. Tin. 2. 2-39		

Why was not done, state for what reasons? I have no further report No. 109332 dated 15-1-40.

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? -

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

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

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

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

Did the Surveyor examine the drain plugs of the Main Boilers? Renewed and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? -

Has 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? -

Has shaft now been changed? No If so, state reasons -

Has the shaft now fitted been previously used? - Has it a continuous liner? Yes 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.

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes Is electric light and/or power fitted? Yes

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

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

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

Repairs: - Screw shaft key renewed, Propeller fitted to shaft without smith key. Stern bush renewed. Condenser cleaned internally, about 100 tubes & 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. This joint was leaking very slightly at top, made tight by caulking in lead & lightly cemented. This joint adapted to prevent the expense & save time by removing the main engine pumps. Port pipes, Port tank plate badly buckled 36" x 30" cut out & renewed & 5/16" boiler quality plate welded in. Hatch 12 lock steps renewed. King frames' grommets grooving cut out & built up. In completion

General 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, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

CS 334,

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

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

Special Damage or Repair Fee (if any) £ 1:0:0

License Fee (per Section 29) £ 8:8:0

Printing expenses (if chargeable) £ -:-

Committee's Minute B.S. 6.41

Signature of Surveyor: H. D. Bowen Engineer Surveyor to Lloyd's Register of Shipping.

Signature of Shipowner: G. J. H. ...

Date: TUE. 30 SEP 1941

Lloyd's Register Foundation

014935-014945-0229

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

If so, to be sent to

all back ends examined under a water test of 20 lbs.
Center hole back side steps renewed as recommended.
Hull hole grommets of 3 frames growing on water side cut out & replaced.
In all holes screw caps, pins & plugs renewed.
Bottom checks for soft renewed & repaired. all holes relagged.
Main discharge pipe repaired.
Mixer cylinder block renewed. Crank shaft pin renewed.
On completion of repairs the main & auxiliary ran a satisfactory morning trial of 1 1/2 hours.

En. J. H. Hurland.

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

Main switchboards and generator cleaned and overhauled.

Engine and boiler room, aft accommodation renewed and new
fittings installed.

Faulty circuits made good.

W. H. Bowen



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