

## CIRCULAR

Rpt. 8. LATE OWNERS  
NEW OWNERS

Received at London Office

19 SEP 1934

No. 54968

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 18-9-34 When handed in at Local Office 18-9-34 Port of GLASGOW

No. in Survey held at GRANGEMOUTH Date, First Survey 2-6-31 Last Survey 14-9-1934  
Reg. Book. 75588 on the Wood, Iron or Steel SC. STEAMER "ELKHOUND" (No. of Visits 31)TONNAGE: Built at BRISTOL By whom C. HILL & SONS L<sup>d</sup> When 1929 10  
GROSS 729.49 Owners: IRVING STEAMSHIPS L<sup>d</sup> Owners' Address S<sup>t</sup> JOHN, NEW BRUNSWICK  
UNDER DK. 477.67 Managers Port belonging to LONDON  
NET 301.32

Surveyed Afloat or in Dry Dock? YES Name of Dock YARD DOCK Destined Voyage CANADA

WB=CellDBorDBa feet; uE&B feet; f feet  
Total capacity tons. FPT tons; APT tons; MT feet tons. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)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, trunks, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 95960 Port Lon

Periodical Surveys, when held, must be reported in detail and seriatim 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 the back of this form. State also the dates 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 to whom and why they were declined

(INT. CERT. HEREWITH)

TO OWNERS, NOT REQUIRED

Was a damage report made by anyone else? If so, by whom? NONE

Society's Freeboard (if assigned) as painted on Ship and now verified ft. 8 1/2 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR RE-INSTATEMENT OF CLASS.

DAMAGE stated to have been caused by fire in the engine room.

Vessel placed in dry-dock, bottom and rudder cleared, examined and coated.

Rudder lifted adjusted and reshipped.

Hatchways, ventilators, coamings, deck and general equipment examined, found or placed in satisfactory condition

18 shell plates renewed

H SHEERSTRAKE 3.4.5.6. G 2.3.4.5.6 P 1.5

2 " " removed, faired and refitted

H 2 P 1.5

14 tween deck frames renewed

26 TO 30 P 1.5

52 " " removed, faired and refitted

0 TO 25 P 1.5

CON<sup>D</sup>

## SUMMARY OF DAMAGE REPAIRS:—

	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	18	14	✓	✓	8	✓	14	Tween deck bulkheads in Roofs renewed
Removed and Faired or Repaired	2	52	✓	✓	39	✓	12	Casings & deckhouses on Roofs
Faired or Repaired in place	✓	✓	✓	✓	✓	✓	1	removed.

## PRESENT CONDITION OF THE

Decks	GOOD	State if Tanks have been examined inside	YES	Air and Sounding Pipes	GOOD	Copper, or Y.M. of Wood Vessels	(State if on Felt).
Caulking of Decks	✓	State if Tanks now tested	YES	Dbleg. Plates under Sounding Pipes	✓	When put on, Month	Year
Coamings	✓	Bulkheads	GOOD	Engine Room Skylights	✓	Boats	GOOD
Seams & Fastenings	✓	Ceiling	✓	Cool Bunkers, Open'gs, Lids, &c.	✓	Masts, Yards, &c.	✓
Outside Plating	✓	Cement or Asphalt	✓	Oil Bunkers	✓	Condition, how ascertained BY EXAMINATION	(State if wedges removed) (HINGED)
„ „ in way of sidelights	✓	(State which.)	✓	Scuppers	✓	Sails	✓
Breasthooks	✓	Rudder	GOOD	Cargo Hatchways	✓	Equipment letter	J
Transoms	✓	Steering gear and its connections	✓	Hatches	✓	Anchors, No. of	38.15
Frames	✓	Windlass	✓	Planking of Wood Vessels	✓	Cables (State if now ranged)	YES
Reverse Frames	✓	Have Pumps now been examined and found efficient?	NONE	Caulking	ditto	„ length 210 FMS. mean diamr.	1 1/4"
Longitudinals	✓	Have Sluice Valves now been examined and found efficient?	✓	Treenails	ditto	(on board)	1 1/4"
Transverses	GOOD	Have Watertight Doors now been examined and found efficient?	NONE	Breasthooks & Stemson	ditto	„ Rule length 210 FMS. size	1 1/4"
Floors	✓	Have Ventilators and their Coamings been examined and found efficient?	YES	Timbers of Frame at openings	ditto	Hawser & Warps	GOOD
Keelsons	✓			Ditto Ditto at other places	ditto	Standing and Running Rigging	✓
Stringers	✓			Stringers, Clamps & Shelves	ditto		
Inner Bottom Plating	✓			Salting	ditto		

## General Observations, Opinion as to Class, Recommendation, &amp;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 ptd 24, &amp;c.”

All the requirements of the Society's Rules for Special Survey N<sup>o</sup> 3 having been complied with this vessel is now in good and efficient condition and eligible, in our opinion, to be reinstated as previously classed,  $\div$  100A1. carrying petroleum in bulk, with fresh record of survey 9.34 GMH and notation of S.S. Smk. N<sup>o</sup> 3.9.34 in the Register Book.

Survey Fee (per Section 29) S.S.N<sup>o</sup> 3 £ 22 : 10 : 0  
+ ALTERATIONS £ 26 : 5 : 0  
Special Damage or Repair Fee (if any) £ 4 : 13 : 10  
Travelling Expenses (if chargeable) £ 4 : 13 : 10  
Second Surveyor's Fee (if any) £ 4 : 13 : 10

Fees applied for

18 SEP 1934

Received by me.

20-9-34

25

Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 18 SEP 1934

Character Assigned Reclassed  $\div$  100A1

Fitted for oil fuel 9.34

H. above 150 ft.

S. S. No. 3-9.34

9.34

Shaft 8.34

Carrying Petroleum in Bulk + LMC 9.34

+ NE-B 9.34

W1000-0011/3

CERTIFICATE WRITTEN

Lloyd's Register Foundation



**S. S. ELKHOUND****DAMAGE CONTINUED**

12 tween deck frame brackets renewed.

22 " " " removed, faired and refitted

11 poop deck plates renewed

3 upper deck plates part renewed

10 poop deck plates removed, faired and refitted

2 upper " " " " " "

1 " " " faired in place

1 " " doubling plate fitted

3 poop deck beams renewed

18 " " " removed, faired and refitted.

13 " " half beams " " " " P+S

2 upper deck strong beams renewed

3 " " beams renewed

8 " " half beams removed, faired and refitted

2 lengths of poop deck stinger angle renewed

5 " " " " " removed, faired and refitted

5 " " " " " waterway " " " "

Poop deck, aft end sheathed (aft to frame 20)

Tween deck bulkhead, plates and stiffeners renewed

(Frame 3)

" " " " " P+S removed, faired &amp; refitted. (Frame 19)

" " " " " STARO " " " (Frame 26)

Poop Front " " " " " " " (Frame 34)

Engine casing in poop tween decks renewed

" " " upper " " removed, faired and refitted

Casing top, plating and beams, renewed

Boat deck renewed and sheathed.

navigating bridge, tie plates and beams renewed and sheathed.

Wheelhouse removed, faired and refitted and top sheathed.

Steering engine and gear control rods renewed.

all oil cargo tanks, cofferdams, water ballast tanks and pump room tested by water pressure and found tight.

Oil pipe line and oil tank heating coils tested

Boats renewed.

**ALTERATIONS**

Conversion from twin screw oil engine to single screw steam engine

new cast steel stern frame (GLS RPT. NO. 4182) fitted, with after perpendicular

30 inches aft of original position

after keel plate renewed. A.I.

Shell plates B1, C1, D1 and boss plate fitted new P+S

after end framing, engine and boiler room framing and seats fitted as per approved plans herewith.

Boiler room floors, keelsons and side frames in way of new boiler space coated with bitumastic enamel.



S S "ELKHOUND"ALTERATIONS CON<sup>d</sup>

Poop front extended forward, for a mean length of 13 feet 6 inches.

Rudder stock renewed (SLO RPI F4801)

Teller and quadrant renewed (GLS RPT N<sup>o</sup> 4113). Steering Engine renewed.

Simplex rudder increased in area, as per approved plan herewith. (RIVETED)

Oil fuel installation fitted (See Machinery report)

PLANS HEREWITH :— Rudder, stern frame, after end arrangement, E & B seating, and three forging reports.

S S N<sup>o</sup> 3

(VESSEL RE-DOCKED 30-7-34)

Vessel placed in dry dock, the bottom and rudder cleaned examined and coated.

The fore-castle tween decks, expansion hanks and poop tween decks examined

Fore peak tank, deep tank, all cargo tanks, cofferdams, oil fuel bunkers and after peak tank examined and tested.

Cargo hold, pump rooms, and machinery spaces examined

Soil, scupper, air and sounding pipes examined.

Plating under sidelights examined

All oxidation removed from the surface of the inside of shell plating, frames, floors, keelsons, beams, bulkheads, longitudinals, transverse etc steelwork examined and found in good condition. There being no indication of wasting it was not considered necessary to dull the shell plating

Decks examined, chain cables ranged and examined, chain locker examined and cables replaced.

Anchor mast, rigging and general equipment examined.

Hatches ventilators coverings and covers examined. Tarpaulins examined.

Steering engine, gear and connections, windlasses, doubling plates under sounding pipes examined and found in good condition

Proboard scified and fresh certificates applied for.

Interim Certificate issued at the request of Repraver-Owners to meet requirements of Sale. Vessel's name and port of registry to be changed in Canada.

AMENDMENTS FOR REGISTER BOOK.

DELETE. Irwin & Co. Oil Eng.

ADD. Fitted for oil fuel 9-34 F.P. above 150°F

(ingmans)

AMEND TONNAGES. GROSS 729. UNDER D<sup>n</sup> 478. NET 301.

ADD. BUILT 1929-10. LENGTHENED BY GRANGEMOUTH DOCKYARD CO. 9-34.

" EQUIP LETTER J

AMEND OWNERS. Irving Steamships Ltd

" LENGTH. 180.5

" POOP LENGTH 62

" TRUNK IN WELL 100

" DRAFT 10-5½