Rpt. 9. WRECK SECTION No. 5471

No. 5943

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

(Received at London Office 23 MAY 1949)

Date of writing Report 25th April 1949. When handed in at Local Office 26th April 1949 Port of HALIFAX, N. S.

No. in Book 301- 201 Survey held at Liverpool, N. S. Date, First Survey 3rd March Last Survey 6th April, 1949. (No. of Visits Two)

on the Machinery of the ~~Wooden~~ Steel Single Screw Steamer "ELKHOUND"

Tonnage { Gross 729 / Net 301 }

~~Nominal~~ Power 106 M.N.

Number of Main Boilers 1 S.B.

Number of Donkey Boilers None

Working Pressure—Main Boilers 180 lbs.

Donkey Boilers --

Vessel built at Bristol By whom C. Hill & Sons, Ld. When 1929 -10 (Year. Month.)

Engines made at Clydebank By whom Aitchison, Blair, Ld. When 1934 - 9

Boilers, when made (Main) 1934 - 9 (Donkey) --

Owners Irving Steamships, Ld. Owners' Address -- (if not already recorded in Appendix to Register Book.)

Managers -- Port St. John, N. B. Voyage --

If Surveyed Afloat or in Dry Dock Afloat at Liverpool, N. S. (State name of Dock.)

Last Report No. 5786 Port

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Character ✠ for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
✠100A1		✠L.M.C.3,47
4,48 Hfx.		B.S. 4,48
		T.S. (CL)
S.S. Hfx. -		N 3,47
3,47		✠NE & B 9,34
Carrying Petroleum in bulk.		
Fitted for oil fuel		9,34 F.P.
above 150° F.		

Particulars of Examination and Repairs (if any) B. S.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 Repairs 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 damage cases where the Surveyor has not made a special damage report he is required to state whether he has 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

" " Donkey " " " --

If not, why not? --

What parts of the Boilers could not be thus thoroughly examined? All parts 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 Main boiler 3-3-49 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./sq.in.

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? --, and of the Donkey Boilers? --

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

Has the screw shaft now been drawn and examined? No Is it fitted with continuous liner? -- Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? --

Has the shaft now been changed? -- If so, state reasons --

Is 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 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft --

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

Is electric light and/or power fitted? Yes

Why did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

Was the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms.? No

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

WORK DONE The main boiler examined internally and externally together with all mountings, and found or placed in good order. Safety valves subsequently adjusted under steam to 180 lbs. per sq. in. W. P. The oil fuel and steam smothering installation generally examined and tested under working conditions and found satisfactory.

REPAIRS (Wear & Tear):-

New valve spindles fitted in main feed check valve, blow-down valve, and O. F. unit steam stop valve.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel is eligible in opinion to remain as classed, with fresh record of B. S. 4,49.

(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, B.&M.S. 9,11, ✠L.M.C. 9,11, or ✠LMC CS 3,34, 140 lb., F.D., &c.)

Survey Fee (per Section 29) £$40.00

Special Damage or Repair Fee (if any) (per Section 29.) £ : :

Travelling expenses (if chargeable) £$10.00

Fees applied for Apr. 21 1949

Received by me, 19

Committee's Minute TUES. 31 MAY 1949

Assigned BS 4,49

G. Thomas

Acting Engineer Surveyor to Lloyd's Register of Shipping.

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

Is a Certificate required? If so, to be sent to

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