

## REPORT OF SURVEY FOR REPAIRS, &amp;c., OF ENGINES &amp; BOILERS

28 FEB 1947

Date of writing Report 21<sup>st</sup> Jan 1947 When handed in at Local Office 21<sup>st</sup> Jan 1947 Port of Calcutta  
 No. in Survey held at Calcutta Date. First Survey 17<sup>th</sup> Nov. 1946 Last Survey 18<sup>th</sup> Jan 1947  
 Reg. Book. 72337 on the Machinery of the Wood, Iron or Steel S.S. "ELLENGA"  
 Tonnage Gross 5196 Vessel built at Glasgow By whom et. Stephen & Sons Ltd. When 1911 Month. 3  
 Net 2558 Engines made at Glasgow By whom et. Stephen & Sons Ltd. When 1911  
 Nominal Horse Power MN 1078 Boilers, when made (Main) 1911 (Donkey) 1911  
 No. of Main Boilers 2 DB + 1 SB Owners British India Mv. Co. Ltd. Owners' Address (Donkey) 1911  
 No. of Donkey Boilers 1 Managers Port Glasgow Voyage King George D.D.  
 Steam Pressure in Main Boilers 200 lb. If Surveyed Afloat & in Dry Dock King George D.D.  
 in Donkey Boilers 100 lb. (State name of Dock.)

Last Report No. Port

## Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and serially 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 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

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 this was not done, state for what reasons

And what parts of the Boilers could not be thus thoroughly examined?

Also 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?

State latest date of internal examination of each boiler PORT DE + SE 22-11-46 PORT SE 28-11-46 Present condition of funnel Efficient

Did the Surveyor examine the Safety Valves of the Main Boiler? yes

To what pressure were they afterwards adjusted under steam? 200 lb./sq. in.

Did the Surveyor examine the Safety Valves of Donkey Boiler? No

To what pressure were they afterwards adjusted under steam? 100 lb./sq. in.

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 shaft now been changed? ✓ If so, state reasons

Has 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? ✓

State 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 P+S 5/32

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

Is electric light and/or power fitted? ✓

so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

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

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

NOW DONE All main boilers examined internally + externally together with all their mountings, doors + fastenings.

Repair: Port double ended boiler. The bottom of the aft end plate cropped below centre furnace over an arc of three feet and now renewed, being welded at the ends and picking up the rivets of the furnace mouth and shell plate.

Boilers examined under hydraulic pressure of 215 lb./sq. in. + found satisfactory.

On completion of the above work all boilers examined under steam and their safety valves adjusted to the above stated pressures.

grooving was noted in the Goursley necks of all furnaces of the double ended boilers and stirring of the back tube plates in way of lower main stays

## General Observations, Opinion, and Recommendation:

(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 \*L.M.C. 140 lb., F.D., &c.)

CS 3,34.

The Machinery of this vessel is in my opinion eligible to remain as now classed with fresh report of B.S. 5-46 as previously recommended. (M.S. partly held) subject to boiler repairs being effected when vessel undergoes special survey

Survey Fee (per Section 29) OK + BS.

£ 425/-

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

£ : : 23-1-1947

Travelling expenses (if chargeable)

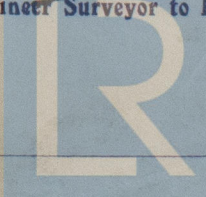
£ : 5/-

Committee's Minute

Assigned

Deferred - await further report

S. Mewin  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register of Shipping



S. S. ELLINGA.

Wrapper plate of the Centre furnace of the Starb single ended boiler is wasted + pitted.

The vessel is to be submitted for Special Survey at the beginning of April when these repairs will be carried out; the Boilers meantime remain efficient.

Vessel placed in dry dock, propellers, off end of stern busbar + all sea cocks, valves and their under work fastenings examined and found in order.

H. Newton.



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