Rpt. 9.

No. 18003

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 25 OCT 1950)

Date of writing Report 23rd October, 1950 When handed in at Local Office 23rd October, 1950 Port of BRISTOL

No. in Reg. Book. 58245 ~~08296~~ 58392 Survey held at Bristol Date. First Survey 22nd Sept. Last Survey 26th Sept. 1950 (No. of Visits 2)

on the Machinery of the ~~Wood~~ Steel s.s "ELEMORE"

Tonnage { Gross 165 / Net 62 }
Nominal Horse Power 44 MN
No. of Main Boilers 1 SB
No. of Donkey Boilers -
Steam Pressure in Main Boilers 145 lb
in Donkey Boilers -

Vessel built at Hull By whom Livingsone & Cooper, Ltd., When 1915 9 (Year. Month.)
Engines made at Kings Lynn By whom A. Dodman & Co., Ltd. When 1915 9
Boilers, when made (Main) ~~1915~~ 1935. 2. (Donkey) ✓
Owners Bristowe Shippers, Ltd., Owners' Address (if not already recorded in Appendix to Register Book.)
Managers - Port Bristol Voyage
If Surveyed Afloat or in Dry Dock, Afloat (State name of Dock.) Albion Dock

Last Report No. 17658 17954 Bro Port

Particulars of Examination and Repairs (if any) Boiler Damage Survey

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 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 Yes, not required

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

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

" " Donkey " " "

If not, state for what reasons - 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? -

State latest date of internal examination of each boiler - Present condition of funnel(s) -

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

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

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

Has the screw shaft now been drawn and examined? - Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

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 oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft - State the wear down in the stern bush - Is electric light and/or power fitted? - If 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 - (Engine parts, when referred to by numbers, should be counted from forward.)

At the request of Owners' Superintendent examined boiler for damage stated to have been sustained through shortage of water on the 20th September, 1950.

Now Done:

Boiler examined internally and side of starboard furnace found bulged above fire bars (outboard side) 12" deep over an area of approx. 20" dia.

Both P & S combustion chamber crowns found bulged between girder stays over the whole of the top area.

Back of starboard combustion chamber noted bulged between stays at a location in line of fire.

To complete the survey it was recommended that the items as noted above should be dealt with before the vessel is placed back into service. It is understood that the vessel will meanwhile be laid up pending Owners decision to place repairs in hand.

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)
1100A1 ~~1,48~~ 8.50		1LMC MS 7,47
SS Apl.2nd No.3-5,42		1NB 2,35
SS Apl. 7,47		BS 1,50
		TS CL ~~5,47~~ 8.50
Cargo battens not fitted.		

General Observations, Opinion, and Recommendation:— The machinery of this vessel is eligible to remain as classed without fresh record of survey subject to permanent repairs to the boiler being carried out before vessel is placed back into service.

(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, BS 9,11, B&MS 9,11 ✠LMC 9,11 or ✠LMC 140 lb., FD, &c.) CS 8,34,

Survey Fee (per Section 28) £ : :
Special Damage ~~Survey~~ Fee (if any) (per Section 29.) £ 3 : 3 : 0
Travelling expenses (if chargeable) £ : :

Fees applied for 19
Received by me, 19

F. H. W. Evans for self + J. H. Baxter
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 7 NOV 1950

Assigned Deferred

J. D.

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

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

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