

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

(Received at London Office

14 MAY 1941

Date of writing Report 23-4-1941

When handed in at Local Office

23/4/1941

Port of

NEWCASTLE-ON-TYNE

No. in Reg. Book

Survey held at South Shields

Date, First Survey

Last Survey 22-4-1941

(No. of Visits 1)

73814 on the Machinery of the Wood, Iron or Steel S.S. 'Eldene'

Tonnage Gross 4853 Net 2875

Vessel built at W. Harclpool By whom W. Gray & Co. Ltd.

When 1939-12

Nominal Horse Power 394

Engines made at W. Harclpool

By whom W. Gray & Co. Ltd.

When 1939

No. of Main Boilers 2

Boilers, when made (Main) 1939

(Donkey)

No. of Donkey Boilers 1

Owners Eldene Shipping Co. Ltd.

Owners' Address

Steam Pressure in Main Boilers 20 lb

Managers Eldene Management Co

(if not already recorded in Appendix to Register Book.)

Port London Voyage

in Donkey Boilers

If Surveyed Afloat or in Dry Dock Tinsley & Co. Ltd.

(State name of Dock.)

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

CHARACTER, Date of last Survey and of Periodical Surveys.	Years since last survey.	Machinery and Boiler Surveys (including date of S.B., if any).
+10 A1 with forward 1.4.1		+L.M.C. 12.29 C.L.
		21.29 for 12.29 12.29 F.P. above 150°F.

Last Report No. Port

Particulars of Examination and Repairs (if any) 1.4.1

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

Did 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

Present condition of funnel(s)

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

To what pressure were they afterwards adjusted under steam?

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?

, 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 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

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

Is electric light and/or power fitted?

Has the Surveyor examined 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.

Two done:- Vessel is drydock. Examined Propeller & outside fastenings of sea Connectors. Guard ring around outer end of stern bush, not removed.

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, R.&M.S. 9,11, & L.M.C. 9,11, or CS 8,34,

as now seen, is eligible to my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 29)

£

Fees applied for

19

Special Damage or Repair Fee (if any)

£

Received by me,

19

Travelling expenses (if chargeable)

£

License Supervision

Committee's Minute

Assigned

As now

WED. 4 JUN 1941

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W1144-0017

GA
30/5/41



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