

(Received at London Office 21 APR 1942)

Writing Report 27<sup>th</sup> January 1942 When handed in at Local Office 27<sup>th</sup> January 1942 Port of MELBOURNE

Survey held at Melbourne Date, First Survey 16<sup>th</sup> December Last Survey 8<sup>th</sup> January 1942

on the Machinery of the Wood, Iron or Steel M.S. "ELSA." (No. of Visits 5.)

Gross 5381 Net 3177

Vessel built at Glasgow By whom Barclay Curle & Co.

Engines made at do. By whom do.

Boilers, when made (Main) (Donkey) 1928

Owners Harry A/S O'Garra Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Harry Bonthen Port 5250 Voyage

If Surveyed Afloat or in Dry Dock Afloat & Alfred Graving Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Year. Month.

When 1928-4

When do.

Report No. Port

Particulars of Examination and Repairs (if any) Part C.S.

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

cases where the Surveyor has not made a special damage report he is required to state whether he has his services for this purpose, and why they were declined

damage report made by anyone else? If so, by whom?

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

Donkey

not done, state for what reasons?

parts of the Boilers could not be thus thoroughly examined?

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?

date of internal examination of each boiler

Present condition of funnel

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

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

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

Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

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?

now been changed? If so, state reasons

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?

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 5/32"

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

Is electric light and/or power fitted?

the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

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

ing: The vessel placed in dry dock, propeller, outer end of stern bush and fastenings examined and found in good condition.

S: The following parts opened up, examined and now placed in good condition:-

The nos. 1 & 2 main engine cylinders, pistons and rods, side rods with bearings and transverse beams. The forward intermediate shaft bearing. The lubricating oil cooler.

The no. 2 prop piston removed to build up & return bar between the two top spring grooves.

A prop piston, stamped L.D.S. 7491 examined, found in good condition & fitted.

on half of forward intermediate shaft bearing scraped. The water end castings of lubricating oil cooler corroded and new end castings now made and fitted. A short on discharge chest of attached sea circulating pump repaired with a fitted, bolted plate patch.

val Observations, Opinion, and Recommendation:- This vessel's machinery, so far as is seen, is in good condition and in my opinion will be eligible for fresh record of L.M.C. - C.S. with date, to be made in the Register Book when survey has been completed.

per Section 29) £ 5:5:0

Damage or Repair Fee (if any) £

expenses (if chargeable) £ 19:0

TUE. 28 APR 1942

Committee's Minute Deferred

Fees applied for 15/11/1942

Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W273 - 0080



Advanced OES due 8.11 not advanced  
Main engine repairs

It is submitted that this  
vessel WILL BE eligible for  
the record. OES 9.11 when

Critical stability rules safety values  
have been adjusted

Thus

23.4.42



© 2020

Lloyd's Register  
Foundation