Rpt. 9.

No. 53391.

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

(Received at London Office APR 24 1940)

Date of writing Report 22nd April 1940. When handed in at Local Office 23rd April 1940. Port of CARDIFF.

No. in Pg. Book. 38961. Survey held at Cardiff. Date, First Survey 29th Jan. Last Survey 12th April 1940. (No. of Visits 13.)

on the Machinery of the ~~Wood, Iron or~~ Steel SCREW "ELMCREST" ex "Ingfed".

Tonnage { Gross 4343. Net 2659.

Nominal Horse Power { 342.

No. of Main Boilers 3.

No. of Donkey Boilers ✓

Steam Pressure— in Main Boilers 180 lbs/□"

in Donkey Boilers ✓

Vessel built at Newcastle. By whom W. Dobson & Co. When Year 1911 Month 3.

Engines made at Newcastle. By whom W. & Mar. Eng. Co Ld When 1911.

Boilers, when made (Main) 1911 (Donkey) ✓

Owners Crest Shipping Co Ld. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port London. Voyage

Surveyed Afloat or in Dry Dock (State name of Dock.) Commercial DD Hooth Dock Basin

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

Last Report No. Port PART M.S.

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. 6.39.		✠ L.M.C. 3.35.
S.S. ROT. 2ND DK. 3-2.36		B.S. 10.38.
		C.L. 6.39.

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

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

(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. 10.1.40. (H.)

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 Offered Not required.

Was a damage report made by anyone else? If so, by whom? Yes. Salv. Asst. Surveyor.

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 C. & ST. 6/2/40 PT. 27/2/40. 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/□"

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 screw shaft now been drawn and examined? Yes. Is it fitted with continuous liner? Yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has shaft now been changed? No 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 10.2.40. State the distance between lignum vitæ ~~or bearing metal~~ of stern bush and top of after bearing of screw shaft Rewooded.

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

Is electric light ~~and/or power~~ fitted Yes.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes.

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete M.S., main engine cylinders, pistons & valves, Auxiliary machinery, pumping arrangements, Steam pipes, & windlass engine to examine. Stated the Survey will be advanced at the first opportunity.

Now done. Vessel drydocked, & outside fastenings examined & found satisfactory. Main boilers examined throughout, and found in good order. Safety valves adjusted under steam to 180 lbs/□".

Now done on account of stated grounding near Old Stairs Bay 7th Jan. 1940, on voyage Lisbon to Antwerp:— Propeller, sea connection valves & cocks, condenser under tbs, crank. (cont.)

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 ✠LMC 140 lb., F.D., &c.) CS 3,34,

The machinery of this vessel, so far as now seen, is eligible in my opinion to remain as classed with fresh records of B.S. 4.40 + propeller shaft seen C.L. 2.40. Record of M.S. (with date) to be deferred until completion of the Survey as above. Subject to governor being fitted to dynamo engine at the first opportunity & to main engine bedplate being re-examined before the end of April 1941.

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

Survey Fee (per Section 29) B.S. £4 : 0 : 0
Elec. Insp. 1 : 0 : 0
Special Damage or Repair Fee (if any) (per Section 29.) Dmge. £5 : 5 : 0
Travelling expenses (if chargeable) £ : :

Fees applied for 23 Apl. 1940.
Received by me, 19

TUE. 12 MAY 1940

Committee's Minute Deferred
Assigned 1/4/40

Engineer Surveyor to Lloyd's Register of Shipping.

Frank D. Richardson.

W386-0078 1/2

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APR 24 1940

Port of Cardiff. Continuation of Report No. 53391. dated 27th April 1940 on the

STEEL SCREW "ELMCREST".

Thrust & tunnel shafts and bearings examined. Propeller shaft drawn & examined. Stern bush examined.

Now done on account of stated heavy weather 1st & 2nd Jan. 1940, on voyage Lisbon to Weymouth:- Steering engine examined & found satisfactory.

Now done on account of stated fire damage in bunker 'tween deck space, (S.S), no particulars available:- Electric cables partly renewed, installation megger tested & found satisfactory on completion of repairs; dynamo examined under working conditions. There is no governor fitted to the dynamo engine.

The Owners' Superintendent has requested that all items as above, examined on account of damage, be credited towards the Machinery Survey.

REPAIRS (Dmge.)

Tips of propeller blades dressed.
Lower half of stern bush rewooded.
New key fitted to propeller shaft.
L.P. engine bottom end bearings re-metalled.
One thrust shaft shoe re-metalled.

REPAIRS (W&T.) Minor repairs to boiler mountings carried out. Electrical installation wiring etc. examined & repaired as found necessary.

S.R. LIST:- Crack in main engine bed plate in way of m.s. bearing examined. Repair remains efficient. It is submitted that this be re-examined in 12 months time.

RETAIN

RETAIN

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