

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

No. 100167

Date of writing Report _____ When handed in at Local Office -9 APR. 1932 (Received at London Office 15 APR 1932)

No. in Survey held at Birkenhead Port of LIVERPOOL

0092 on the Machinery of the Wood, Iron or Steel Sc. ELSIE ANNIE Date, First Survey 11th March Last Survey 7th April 1932

Gross 358 Net 141 Vessel built at Newcastle By whom Wood Skinner & Co. Ltd. When 1904-12.

Engines made at Newcastle By whom H.E. Haines & Co. Ltd. When 1904

Boilers, when made (Main) Wexford Steamships Ltd. (Donkey) 1925

Managers J. J. Stafford Owners' Address Wexford Voyage Wexford

Surveyed Afloat in Dry Dock Bannell Laird (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 assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>100 A1</u>		<u>L.M.C.</u>
<u>5, 31.</u>		<u>MS 1, 30</u>
		<u>BS 11, 31</u>
<u>2. 17. 3-11. 28.</u>		<u>TS (L) 5, 31.</u>

Particulars of Examination and Repairs (if any)

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the part of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and the nature and initials of any letters respecting this case.

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

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

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

Has the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes.

Where a part 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?

Has the Surveyor examine the Safety Valves of the Main Boiler? Yes.

Has the Surveyor examine the Safety Valves of Donkey Boiler? Yes.

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes.

Has the Surveyor examine all the manholes, doors and their fastenings of the Donkey Boilers? Yes.

Has the Surveyor examine all the mountings of the Main Boilers? Yes.

Has the Surveyor examine all the mountings of the Donkey Boilers? Yes.

Has the propeller 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? Yes.

Has the propeller been changed? No. If so, state reasons.

Has the propeller now fitted been previously used? Yes. Has it a continuous liner? Yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes.

Is the space between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Good fit.

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

Vessel placed in dry dock, propeller, stern bush and outside fastenings examined and now in good order. Stern bush re-wooded.

Tailshaft drawn in, examined and found satisfactory.

A new boiler (Bannell Laird & Co. Ltd. N° 2167; N° of certificate 2394) has now been fitted, all steam & feed pipes annealed and examined under hydraulic pressure, main feed pipe renewed.

Boiler and steam pipes examined under steam & safety valves adjusted as above. Washers 3/8 Port. 1 3/32 Starb.

Accumulation test carried out with satisfactory results.

Observations, Opinion, and Recommendation:

The machinery of this vessel as seen is eligible in my opinion to remain as classed with fresh records of Tailshaft last seen 4. 32 and N.B. 4. 32, the restriction with regard to the boiler to be deleted.

Every 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, or L.M.C. 9.11, &c.

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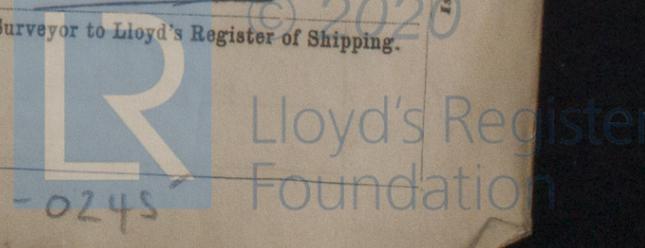
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Fees applied for
£ 2 : 2 : -
LIVERPOOL
+ N.B. H. 32
G.S. H. 32 Ch.

Received by me, H.R. Howells
23rd APR 1932
Engineer Surveyor to Lloyd's Register of Shipping.



W494-0245

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

SEE LIMITATION LIST.