

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

(Received at London Office)

TUES. 31 DEC 1907

Writing Report 19th Dec 1907 When handed in at Local Office 21st Dec 1907 Port of Greenock

Survey held at Greenock Date, First Survey 17th July Last Survey 18th Dec 1907

Upon the Machinery of the Wood, Iron or Steel Twin S.S. "Honus" (ex "Anglia") Master C.B. Westerton

Gross 6538 Net 4055 Vessel built at Barrow By whom Vickers, Sons & Maxim When 1898 10

Engines made at Do. By whom Do. When 1898

Boilers, when made (Main) 4 1898 (Donkey) ✓

Owners A. Currie & Co. Port Melbourne Voyage Durban & Melbourne

If Surveyed Afloat or in Dry Dock Victoria Harbour & Gravel Dry Dock

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).
+ 100 A1. Spar dk. 9.05.		B.S. 10.05 + L.M.C. 1.04
S.S. Lon. No 1-04.		

Survey No. 25496 Port Glasgow Particulars of Examination and Repairs (if any) Damage L.M.C.

Repairs, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly 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.

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 not? Yes. Not req. also whether any damage report was made, and, if so, by whom? W. Cousins, Under Surveyor.

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes. Donkey " " " " None

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? ✓

Surveyor examine the Safety Valves of the Main Boilers? Yes. To what pressure were they afterwards adjusted under steam? 197 lbs

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? Yes. and of the Donkey Boiler? ✓

Surveyor examine the drain plugs of the Main Boilers? None. and of the Donkey Boiler? ✓

Surveyor examine all the mountings of the Main Boilers? Yes. and of the Donkey Boiler? ✓

Shaft now been drawn and examined? Yes Is it fitted with continuous liner? ✓ or two liners? Yes or is it without liners? ✓

Shaft now been changed? No If so, state reasons ✓

Shaft now fitted new? No Has it a continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

Distance between lignum vite of stern bush and top of after bearing of screw shaft? each 5/32

Work is not complete state what arrangements have been made for its completion and what remains to be done? Complete.

Work done on account of damage, stated to be due to stranding on Ballyquinton Point Down, on the 16/12/06, and remaining on same to 28/4/07. - Both main engines complete, auxiliary engines, sea-connections, both thrust shafts, and two lengths of tunnel shafting removed from vessel to Messrs Kincaid's works, and all parts examined and overhauled. The three cylinders, columns, condenser, bedplate, and stop valve chest of Star Engine, and the H.P. cyl. & L.P. crank shaft of Port Engine, renewed. Crank shafts coupled and examined in lathe. All main steam pipes (steel) and expansion stuffingboxes tested to 390 lbs. hyd. press. Thrust shaft and tunnel length of shaft, next thrust, of each engine, renewed - the shafts cad. when finished & found apparently sound - marks as under. Journal of damaged Port L.P. crank shaft renewed, this shaft now made spare. All tubes in port condensers removed, cleaned & retested. Both after main boilers removed. Vessel made ready to dry dock, and subsequently fitted in vessel. The four main boilers tested.

Final Observations, Opinion, and Recommendation: - This vessel's machinery is now in safe condition and eligible, in my opinion, to remain as classed, with notation + L.M.C. 12.07.

(per Section 28)	£ 5 : 10 : 0	Fees applied for
Damage or Repair Fee (if any)	£ 30 : 10 : 0	19/12/1907
Less 10% Discd	36 : 0 : 0	Received by me,
Balance due	£ 3 : 12 : 0	21/12/1907
	£ 32 : 8 : 0	

R. Elliott, Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute Glasgow 30 DEC 1907

Classed + L.M.C. 12.07 (B.R.C. in red)

Note shafts dry

MACHINERY CERTIFICATE WRITTEN 1/1/08



Insert character of ship and Machinery precisely as in the Register Book.

to 350 lbs hyd. press^e & found satisfactory. The main engines efficiently fitted on board, tried under a full head of steam & found satisfactory - average speed loaded 13 knots. The two dynamo engines overhauled & put in order. Electric Light Installⁿ overhauled.

Marks on new shaft thrust shaft. No. 634 R.E.

" " " port " " No. 636 R.E.

" " " shaft tunnel shaft No. 635 R.E.

" " " port " " No. 637 R.E.

D.S. No. 3. - All cylinders, pistons, slide valves, pumps, condensers, shafting (including prop^r shafts drawn inboard), propellers, sea connections and their fastenings, examined & found in good order. The main boilers examined internally & externally, their mountings examined & safety valves adjusted under steam.

R. Elliott.

due to damage
The Cylinders Columns, Condenser, bedplate, Thrust
Shaft & one length of tunnel shaft of the Starboard
Engine renewed. The HP Cylinders, P Crankshaft
Thrust shaft & one length of tunnel shaft

of the Port Engine renewed. And
Other repairs effected

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 1207

FRS

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