

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

WED. JAN. 6 - 1915

(Received at London Office)

Date of writing Report 1st Jan 1915 When handed in at Local Office 2 JAN 1915 Port of LIVERPOOL

No. in Book 106 Survey held at Fleetwood Date, First Survey 10 Dec Last Survey 29 Dec 1914

on the Machinery of the Wood, Iron or Steel S.S. "Orphesia" Master W. H. H.

Gross Tonnage 273 Vessel built at Goole By whom Goole S.B. & Repg. Co. Ltd. When 1907-5

Net Tonnage 106 Engines made at A. Shields By whom Shields Eng. Co. Ltd When 1907

Registered Horse Power 79 Boilers, when made (Main) 1907 (Donkey) -

No. of Main Boilers 1 Owners J. A. Ward & Son. Mgrs Port Fleetwood Voyage Fishing

No. of Donkey Boilers - Main Pressure 180 If Surveyed Afloat or in Dry Dock on Slip.

No. of Main Boilers 1 No. of Donkey Boilers -

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

CHARACTER, &c. for Special Survey, Date of last Survey and of Periodical Surveys.	Year Assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100 A.1.</u>		<u>+L.M.C.</u>
<u>Stm Trawler</u>		<u>5.11</u>
<u>8.13</u>		<u>B.S. 12.13</u>
<u>SSFT No. 1.11</u>		<u>T.S. 8.13</u>

Previous Report No. - Port - Particulars of Examination and Repairs (if any) L.M.C.

Medical Surveys, when held, must be reported in detail and serially 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 account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and repairs 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.

Where 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? Yes Was a damage report made by anyone else? If so, by whom? Yes

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

Do. " Donkey " " " " " Yes

Where this was not done, state for what reasons? -

What parts 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? -

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lb

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes 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 Boiler? -

Did the Surveyor examine the drain plugs of the Main Boilers? None, and of the Donkey Boiler? -

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? -

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? - or is it without liners? -

Has shaft now been changed? No If so, state reasons -

Has the shaft now fitted new? Yes Has it a continuous liner? Yes or two liners? - or is it without liners? -

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 6"

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

Examined cylinders, pistons and piston & slide valves, crank, thrust and tail shafts, condenser and pumps, sea connections and discharge valves, propeller, stern bush and outside fastenings; also the main boiler inside and outside with its safety valves and mountings. The following repairs effected: - H.P. piston rod skimmed in lathe and neck and gland bushes renewed. M.P. piston rod renewed. New rod marked Lloyds No 6156. 28.2.14 M.P. Connecting rod top end brasses, 4 top halves and 2 bottom halves renewed, and all bottom end brasses re-metalled. 2 main bearing top halves re-metalled. 1 back gudgeon of pump levers renewed P.T.O.

General Observations, Opinion, and Recommendation: - This vessel's machinery (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.&N.S. 9.11, or L.M.C. 1. 9.11 140 lb., F.D., &c.)

is now in good and safe working condition, and eligible in my opinion to remain as classed, and to have fresh record of survey + L.M.C. 12.14 and tail shaft seen 12.14

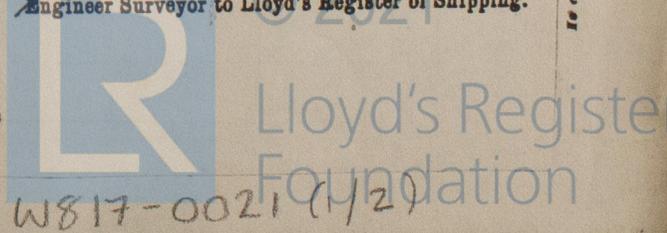
Survey Fee (per Section 28) £ 3:10:0
 Social Damage or Repair Fee (if any) (per Section 25.) £ : :
 Travelling Expenses (if chargeable) £ : 7:6

Fees applied for 1915
 Received by me, R.D. Shilston 3/1/15
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute 5 JAN 1915

Assigned L.M.C. 12.14 note T.S.

MACHINERY CERTIFICATE WRITTEN 6.1.15



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

If a Certificate is required If so, to be sent to

S. S. No 8 due 5. 15 now held
repairs effected & new propeller
fitted.

It is submitted that
this vessel is eligible for
THE RECORD. TLMC 12. 14.

5 12. 14.

J.W.D.
6/1/14.

N.B. - If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damp as to spread the ink, or to cause it to show through to the other side.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

Rpt. 9a.

LIVERPOOL

Port of

Continuation of Report No 2491 dated

29/10/14

on the

S. S. Ophelia

Pump guide rod skimmed and bush renewed.
2 feed pump rams and one bilge pump ram
skimmed and neck and gland bushes renewed.
One feed pump valve and one bilge pump valve
faced up.

A new propeller fitted.

Main steam pipe annealed and tested to
360 lbs per square inch hydraulic pressure.

In the main boiler 11 screwed stays and
a few rivets in combustion chamber renewed.

The boiler examined under steam and
safety valves adjusted under steam to
working pressure.

A new main funnel fitted

R. D. Shilston.