

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 15 Jan 1917 When handed in at Local Office 15 Jan 1917 Port of Barry

No. in Survey held at Barry Date, First Survey Nov. 10 1916 Last Survey Jan 5 1917
Reg. Book. 115 on the Wood, Iron or Steel S.S. "OHIO" (No. of Visits 11) Master

TONNAGE:-

GROSS 6719

UNDER DECK 6616

NET 5548

Built at Rouen

By whom Chant de Normandie

When 1914 - 12

Owners Les Anor. des Chantiers & Ateliers de St. Nazaire belonging to St. Nazaire, France.

Owners' Address

(if not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock? Both. Name of Dock Barry - Commercial Destined Voyage

WB=Cell DBorDBa feet; uE&B feet; f feet; }
total capacity tons. FPT tons; APT tons; MT feet tons. }

N.B.-All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 3564 Port Pau

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

CHARACTER.	Date of last Survey and of Periodical Surveys.	Years Assigned how many.	Machinery and Boiler Surveys (including date of N.B., if any).
* for Special Survey.			
100A.1	12.14		LMC 12.14

(Periodical Surveys, when held, must be reported in detail and serially 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case. H 27/10/16 S 11/1/17

Society's Freeboard (if assigned) as 5 ft 3 1/2 ins. painted on Ship and now verified

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 to whom and why they were declined? Yes Not required Was a damage report made by anyone else? If so, by whom? Not known.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey N°1 See Survey Letter

and Damage (cause of same not stated).

How Done. in Dry Dock Bottom Rudder

cleaned examined and coated

Damage Repairs (Star side)

N°3 plate of 2" stroke below sheer cut off fairied & replated.

N°3 " " 3" " " " fairied & in place

3 frames fairied & in place, 1 Panting beam " " "

1 Panting beam cut off fairied & replated.

Stanchion in way deck with

P.T.O.

SUMMARY OF DAMAGE REPAIRS:-

	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed	✓	✓	✓	✓	✓	✓	✓	See above
Removed and Fairied or Repaired	2	3	✓	✓	1	✓	✓	
Fairied or Repaired in place	2	3	✓	✓	1	✓	✓	

PRESENT CONDITION OF THE

Decks	Good.	Stringers	Good	Dblg. Plates under Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels	✓
Caulking of Decks	"	Inner Bottom Plating	"	Engine Room Skylights	"	(State if on felt.)	
Waterways	"	State if Tanks have been examined inside	Yn	Coal Bunkers, Open'gs, Lids, &c.	"	When put on, Month	Year
Coamings	"	State if Tanks now tested	Yn	Scuppers	"	Boats	Good
Beams & Fastenings	"	Bulkheads	Good	Cargo Hatchways	"	Masts, Yards, &c.	By Exam.
Outside Plating	"	Ceiling	"	Hatches	"	Condition, how ascertained	Yn
Caulking of ditto	"	Cement or Asphalt (state which.)	"	Planking of Wood Vessels	✓	(State if wedges removed)	Yn
Rivets	"	Rudder	"	Caulking	ditto	Sails	
Breasthooks & Crutches	"	Steering gear and its connections	"	Treenails	ditto	Equipment letter	C +
Transoms	"	Windlass	"	Breasthooks & Stemson	ditto	Anchors, No. of	3.1.1.
Frames	"	Have Pumps now been examined and found efficient?	Yn	Transoms, Pointers, & Crutches ditto	✓	Cables (State if now ranged)	Yn
Reverse Frames	"	Have Sluice Valves now been examined and found efficient?	"	Timbers of Frame at openings ditto	✓	length 300 size 27/6	
Floors	"	Have Watertight Doors now been examined and found efficient?	"	Ditto ditto at other places ditto	✓	Rule length 300 size 27/6	
Keelsons	"			Stringers, Clamps & Shells ditto	✓	Hawser & Warps	Good
				Salting (state if examined.)	✓	Standing & Running Rigging	

General Observations, Opinion as to Class, Recommendation, &c.:-

State clearly whether any, and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example: "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND15, &c."

This vessel as sur is eligible to remain as classed with record of Survey 1-17 and notation of S.S. BRY N°1-17. subject to the Board Pass Breathing being used - lined at first opportunity

Survey Fee (per section 28) £ 6 : 0 : 0

Special Damage or Repair Fee (if any) £ 4 : 4 : 0

Travelling Expenses (if chargeable) £ :

Second Surveyor's Fee (if any) £ :

Committee's Minute

Character Assigned

Fees applied for,

15 Jan 1917

Received by me,

19 Jan 1917

Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register Foundation

WS19-000413

S. P. Ohio.

Damage Repairs (cont) Port side in way of N. 3 Hatch.

- 1 Sheerstrake plate cut off fairing & replaced.
- 1 Deck Stringer Angle " " " "
- 1 plate of 1st strake below Sheerstrake fairing in place
- 1 length of Shell moulding renewed
- Rails & Stanchions in way of above repaired as necessary.

Special Survey No. 1 Now Done; vessel placed in Dry Dock.

Bottom & Rudder cleaned & examined and coated
Examined; all stolds, Decks & Lower decks, all Bulkheads
Long keel keels, Chain Locks, & TB Space, all
ballast tanks including peak tanks internally,
Plating under sidelights, Mast (wedging removed)
Rigging, Windlasses, Steering Gear, sheaves & pins
Steam Pumps, W. T. Doors, Boats, Equipment, Trunkboard,
Air & Sounding pipes, Casings, Ceiling in all stolds
& Bulkheads removed as per rule and all ballast
tanks including peaks tested

Cables ranged and examined.

Wear & Sea Repairs; All stolds cleaned & coated

Starboard top ceiling doubled in way of all hatches
Solid ceiling & Spar ceiling renewed where necessary
Cables ranged & cleaned Hatch covers on all hatches
renewed or repaired as necessary, Windlows overhauled
Steering Gear overhauled, Rudder lifted, pinion
machines & gudgeons rebrashed, a number of
portlights renewed. 12 Bulk angle coamings fitted to
turning hatches, All mast wedging removed, renewed
or repaired as necessary. 1 End coaming plate of
N. 2 Hatch was fairing in place 1 rest bar of N. 2 Hatch
cut off fairing & replaced, Bulkhead cleaned & coated
1 Bulk in aft peak renewed. 1 Wing Transom in N. 2 Hatch
cut off fairing & replaced. 1 " " " "
fairing in place and 1 B. A. Stiff fitted to same
Air Sounding pipes of N. 1 stold repaired, Steam Pumps
overhauled, 1 Intercoastal plate under thrust and 1
under engine previously bolted now riveted
A few defective shell rivets in Bilge plating renewed.
One Bilge Shell plate was fairing in place, the fairing shoe
is very slightly underlined also center guide plate in way of same
the riveting carrying in way of same was examined found
good as the rivets are very slight it is not necessary in my
opinion to make this against the vessel. 4 Side iron doors
were straightened

P.T.O.

Geo. L. Hyle.

Lloyd's Register
Foundation

TUE 16 JAN. 1917

Continuation of Report No. 15894 dated

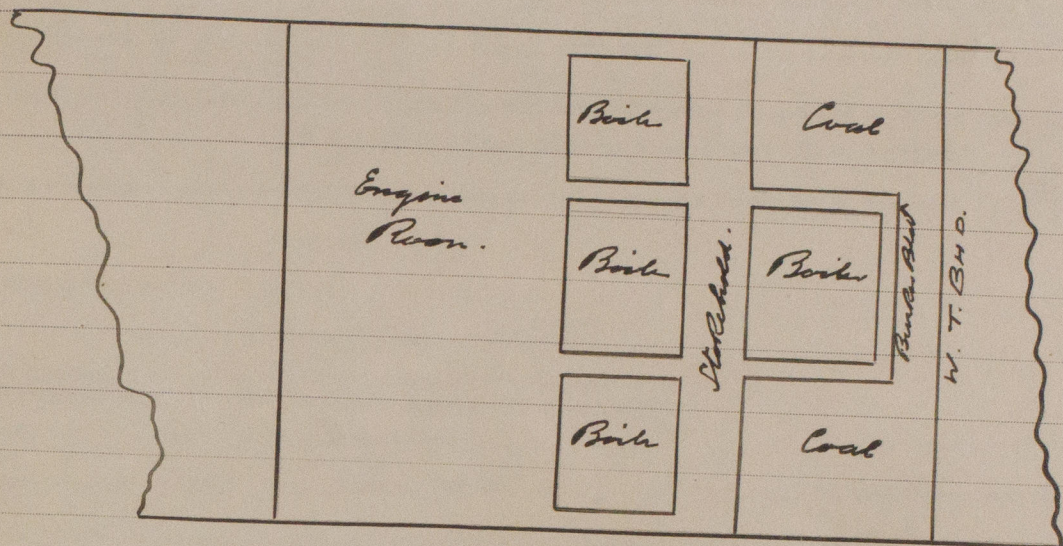
Jan 1917

on the

S. S. Ohio

Two additional stokehold vents were fitted and deck was suitably doubled in way of same. Additional strengthening was fitted in wheel house to support a gun: 2 fore castles, 2 vertical Stiffs + Struts.

To complete the Special Survey N° 1; As the Boiler Room has no wood lining it is recommended that it be fitted at first opportunity (See Secy's letter 5 11/1/17)



Geo. L. Lyle.