

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

(Received at London Office)

TUE 18 JAN 1917

Date of writing Report 11th Jan. 1914 When handed in at Local Office 11th Jan. 1914 Port of Barry

No. in Survey held at Barry Date, First Survey 8th Nov. Last Survey Jan 5th 1914

115 on the Machinery of the Wood, Iron or Steel S.S. "OHIO" Master Arnaud.

Gross Tonnage 8419 Vessel built at Rouen By whom Chant. de Normandie When 1914 12

Net Tonnage 5548 Engines made at St. Nazaire By whom Ch. de l'Atlantique When 1914

Registered Horse Power 542 Boilers, when made (Main) 1914 (Donkey) ✓

No. of Main Boilers 4 S.B. Owners \_\_\_\_\_ Port \_\_\_\_\_ Voyage \_\_\_\_\_

No. of Donkey Boilers ✓ Owners \_\_\_\_\_

Steam Pressure in Main Boilers 189 ✓ Surveyed Afloat ✓ or in Dry Dock No. 1 + 2, - Commercial & B. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers ✓

CHARACTER.	Year Assigned	Machinery and Boiler Surveys
For Special Survey, Date of last Survey and of Periodical Surveys.	12. 14	(including date of N.B. if any).
<u>1100 A.1.</u>	<u>12. 14</u>	<u>+L.M.C. 12. 14</u>

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) +L.M.C. T.S.

Periodical 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 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.

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

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

Do. " 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? \_\_\_\_\_

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 190 lbs.

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 all the manholes, doors and their fastenings of the Donkey Boiler? Yes , and of the Donkey Boiler? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? Yes , 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? Yes If so, state reasons Kniffed at top of cone.

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

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Close (Rewooded)

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? \_\_\_\_\_

Vessel placed in dry dock, propeller and sea cock fastenings examined.  
 Propeller shaft drawn examined, and found badly corroded at top of cone in way of liner end. A new shaft has now been fitted. Mark - LLOYD'S  
J. O. H.  
No. 9245. Old shaft put ashore.

+L.M.C. Crank, thrust, and intermediate shafting, cylinders, pistons, valves etc. main pumps, auxiliary pumps, sea cocks and valves, steam pipes, and tank and bilge valves, have been examined. Condenser examined and tested.  
 Main boilers with their safety valves and mountings have been examined, and their safety valves adjusted under steam to 190 lbs.

General Observations, Opinion, and Recommendation: — The machinery of this vessel, is as far as now seen, in good condition, and is eligible in my opinion to remain as classed with fresh record of +L.M.C. 1.14 and T.S. n. 1.14.

(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.: these, for example, B.S. 9.11, S.B.S. 9.11, or +L.M.C. 9.11, 140 lb., F.D., &c.)

Survey Fee (per Section 29) £ 5 10 0 Fees applied for 15 Jan. 1917

Date attendance 2 2 0

Special Damage or Repair Fee (if any) (per Section 28.) \_\_\_\_\_

Travelling Expenses (if chargeable) \_\_\_\_\_

Received by me, 19. 1. 1917 22/1/17

Committee's Minute \_\_\_\_\_

Assigned +L.M.C. 1.14

TUE. JAN. 23. 1917

Thomas W.C. Napier  
 Engineer Surveyor to Lloyd's Register of Shipping



MACHINERY CERTIFICATE WRITTEN 31.1.17

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

S. S. OHIO Contd

Repairs - 12 loose bedplate chocks renewed. (C.I.) L.P. bottom end bushes remitted. H.P. valve chamber bored out, new rings fitted in piston valve. H.P. piston rings renewed. A new feed donkey has been fitted on board, and tested on boilers. New bilge injection valve fitted. Ballast pump buckets, and liners renewed. 38 tank and bilge valve spindles (steel) renewed (brass spindles fitted.)

Boiler repairs - A number of tubes expanded. A number of smoke box studs renewed in boiler ends. Internal feed and blow down pipes repaired.

Thomas W. C. Napier

M.B. - If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped 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.

New shaft due to 16 new seams  
& machinery renewed  
New valve chocks fitted

NS 1.17. + LMCI.17.

J.W.D.  
17/1/17.



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