

No. 14 1/2 / 6

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

(Received at London Office) THU. MAY. 20. 1915

Original Report 18th May 1915 When handed in at Local Office 19th May 1915 Port of Barry
 Survey held at Barry Date, First Survey 4th May Last Survey 12th May 1915
 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
 Boilers 4 S.B. Boilers, when made (Main) 1914 (Donkey)
 Owners Chant de Normandie Port Havre Voyage
 If Surveyed Afloat or in Dry Dock No. 1 & 2 Wet Dock
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Year Assigned new or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A-1. 12. 14		+L.M.C. 12. 14

Report No. Port
 Particulars of Examination and Repairs (if any) Damage

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature, if any, and, in detail, 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.

In 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 not? *Yes* Was a damage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?
 " Donkey " " " "
 If not done, state for what reasons?
 Which 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 Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?
 Did Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?
 Did Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boiler?
 Did Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boiler?
 Did Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boiler?
 Has screw shaft now been drawn and examined? Is it fitted with continuous liner? or two liners? or is it without liners?
 Has it now been changed? If so, state reasons
 Has shaft now fitted new? Is it a continuous liner? or two liners? or is it without liners?
 What is the distance between lignum vite of stern bush and top of after bearing of screw shaft?
 If survey is not complete state what arrangements have been made for its completion and what remains to be done?

Damage stated to have been caused on 3rd May while entering Barry.

Found	Now done
Pump levers twisted, gudgeon shaft bent	Lovers taken adrift, plates fairied and levers rebuilt, new link pins and gudgeon shaft fitted
Pump lever carriage bearings broken, & their holding down bolts bent and broken.	Pump lever carriage bearings renewed, with new bolts complete
Pump links bent and twisted	Pump links straightened, and ^{brasses} bedded on new pins
Pump crosshead bent	Pump crosshead shimmed up in lathe
Air pump rod fractured	Air pump rod renewed (spare rod fitted) P.T.O.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is as (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, S.S. 0,11, S.A.M.S. 0,11, or L.M.C. 0,11 140 lb., E.D., &c.)
 As far as now seen in good and efficient condition, and is eligible in my opinion to remain as classed, without fresh record of survey.

Survey Fee (per Section 28) £ ————
 Special Damage or Repair Fee (if any) (per Section 28.) £ 4 : 4 : 0
 Travelling Expenses (if chargeable) £ ————

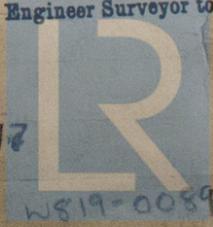
Fees applied for 19 MAY 1915
 Received by me, 8/6/15 9/6/15

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

Committee's Minute WED. MAY. 26. 1915

Assigned as now classed

TUE. JAN. 23. 1917



Lloyd's Register Foundation

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

If a certificate is required, it is to be sent to

S.S. OHIO

Feed pump plungers bent at neck (brass)
Bilge pump plunger, through studs
bent and broken.

Main pump holding down bolts examined.

Feed pump plungers renewed
New through studs (bronze)
fitted in bilge pump plunger

Thomas W.C. Napier

N.B. If this Report is copied by Copying Press, especial 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.

*Damage pumps were
found*

*It is submitted that
this vessel is eligible to
remain as CLASSED.*

*T.W.C.
20.5.15*



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Lloyd's Register
Foundation

ing Report
Survey hel
on the
made at
made at
d Horse
orse Power
VES, &c
Cylinders
screw shaft
propeller
the bearing
are fitted, i
f Tunnel shaft
s 373
of Feed pump
of Bilge pump
of Donkey En
Engine Room
of Bilge Inject
all the bilge su
all connection
they fixed sup
they each fitte
at pipes are
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Thickness 29
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Per centages o
Size of compen
Length of pla
Working pres
Pitch of stay
Material of s
Material 2
Diameter at
Thickness 2
Diameter of
Pitch across
thickness of
Working p
separately
holes ✓
If stiffened
Working p