

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

No. 3994/5

(Received at London Office)

CARDIFF

Date of writing Report 1st Sept 1917 When handed in at Local Office 1st Sept 1917 Port of CARDIFF  
 No. in Reg. Book 921 Survey held at Cardiff Date, First Survey 14th Aug 1917 Last Survey 28th Aug 1917  
 on the Machinery of the Wood, Iron or Steel S.S. "Holmstown" Master W. J. Jones  
 Tonnage Gross 398 Vessel built at Swansea By whom R. Thompson & Sons Ltd When 1907. 5  
 Net 363 Engines made at Middlesbrough By whom Richardson & Wigham When 1907  
 Registered Horse Power 95 Boilers, when made (Main) 1907 (Donkey) 1907  
 No. of Main Boilers 2 Owners Town (Inc) Harrison, South Port London Voyage London  
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock mercantile London Particulars of Classification (which must be inserted  
 in Main Boilers 160 lb (State name of Dock.) South Dock previously in the Register Book & Supplement.)  
 in Donkey Boilers ✓

Last Report No. Port Damage  
Particulars of Examination and Repairs (if any) T.S. & B.S.

(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 briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.)

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 why they were declined? Yes. Not required 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" ✓

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? 160 lbs per sq in

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓

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? ✓

and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓

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 Bent at cone, and after end of liner slack

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

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/16

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

Vessel placed on Pontoon. - Damage stated to have been sustained through propeller striking a crane barge at Cherbourg 29th July 1917. Breaching blade of propeller, and for damage due to heavy weather on Aug 1 & subsequent days whilst on a passage from Cherbourg to Penarth.

Now done - Broken propeller removed, and shaft "drawn in" measurements taken to ascertain the true form of shaft. Found bent, & recommended to place shaft in lathe. Liner slack at after end (see Limitation list). Found on putting shaft in lathe that it was bent 5/16 at big part of cone. New shaft now fitted. (No 2660 J.B.). New propeller. Stern Bush adjusted for new shaft. Sea fastenings found in order. Cylinders, pistons, Slide Valves.

General Observations, Opinion, and Recommendation: - The machinery of the above vessel as far as now seen, is eligible, in my opinion to remain as classed and to have records of survey B.S. and T.S. N. 8-14 entered in the Register Book, and delete propeller shaft from Limitation list.

Survey Fee (per Section 25) B.S. £ 1. 10. 0 Fee applied for 1st Sept 1917  
 Special Damage or Repair Fee (if any) 3. 3. 0  
 Travelling Expenses (if chargeable) £ 1. 0. 0

Committee's Minute FRI. SEP. 7 1917.

Assigned As above

Engineer Surveyor to Lloyd's Register of Shipping.



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Damage through propeller striking barge  
and encountering heavy weather.  
Screw shaft renewed.

B. L. due 3-17 now held.

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

N.S. 8-17.

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

with how submission

A.H.

3/9/17

N.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.

S.S. Holmston  
Crank, Thrust & Tunnel Shafting bearings  
examined. Repairs as follows  
HP piston rings — renewed.  
HP piston valves — renewed.  
Main bearing & crank pin brasses.. dressed up.  
Thrust shoes. — renewed.  
Main Boilers — Examined both boilers together  
with their mountings & found in  
good order.  
New stop valve seat & new blow down  
fitted to Starboard Boiler.  
Collision Chocks renewed on both Boilers.  
Safety valves adjusted to 160 lb. per sq. under  
Steam.

H. Brown.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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