

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

(Received at London Office FRI. DEC. -4. 1914)

Date of writing Report 23rd Nov 1914 When handed in at Local Office 23rd Nov 1914 Port of New York
 No. in Reg. Book 460 Survey held at Brooklyn Date, First Survey 16th Nov Last Survey 17th Nov 1914
460 on the Machinery of the Wood, Iron or Steel of "Isle of Lona" Master Anders
 Tonnage { Gross 3789 Vessel built at W. Hartlepool By whom Furness Withy & Co When 1905 MONTH 4
 Net 2467 Engines made at Hartlepool By whom Richardsons Westgarth When 1905
 Registered Horse Power 314 Boilers, when made (Main) 1905 (Donkey) 1905
 No. of Main Boilers 2 Owners Dixon Robson & Co. Ltd. Port Newcastle Voyage Philadelphia
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Moose & Co Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure 180
 in Main Boilers
 in Donkey Boilers 80

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

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Year and Month when last surveyed.	Machinery and Boiler Survey (including date of N.E., if any).
<u>+100 A1. 3. 14</u>		<u>+1 ME 7. 13</u>
<u>Spar DR with freeboard</u>		
<u>20 shh no 2 13</u>		<u>7.5.7. 13</u>

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?
 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? no
 Do. " Donkey " " " no

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? _____ To what pressure were they afterwards adjusted under steam? _____

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? _____, 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? no or two liners? Yes or is it without liners?

Has shaft now been changed? Yes If so, state reasons _____

Has the shaft now fitted new? _____ Has it a continuous liner? _____ 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? 1/8"

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

Damage stated to have been sustained by grounding on 1st October 1914 at Point Indio River Plate. Voyage Buenos Aires to New York. Damage Report attached

propeller shaft drawn examined same good HP and LP guides thrust shaft MP bottom end and donkey pump examined sea cocks seen repairs MP bottom end brass reinstalled.

white metal of HP and LP guide shoes renewed white metal of thrust shoes dressed fair. feed donkey pump renewed main discharge pipe repaired

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in good order eligible in my opinion to remain as classed with record tail shaft seen 11-14

Survey Fee (per Section 28) £ _____ Fees applied for 20/11 1914
 Special Damage or Repair Fee (if any) (per Section 28.) \$35.00 Received by me, W Murray
 Travelling Expenses (if chargeable) £ _____ 19 _____
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute _____ TUE. DEC. -8. 1914 THU. DEC. 31. 1914
 signed Deferred FRI. FEB. 5 - 1915



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

W874-013/12

P.S. due 7.11.14 - To be held at an early date.

Grounding damage.

Screw shaft Examined & various

Engine repairs effected.

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

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.

(S)

5.12.14

S. 11.14

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Port 0
Rpt. 9a

New York

Boiler Room

L.P. astern guide plates machined fair
8 circulating pump valves of rubber
renewed. Stem gland repacked.

Arrangements are being made *awm.*
to carry out B.S. at an early date.

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