

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

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

Date of writing Report 23<sup>rd</sup> Nov 1914 When handed in at Local Office 23<sup>rd</sup> Nov 1914 Port of New York

No. in Reg. Book. 460 Survey held at Brooklyn Date, First Survey 16<sup>th</sup> Nov Last Survey 17<sup>th</sup> Nov 1914

460 on the Machinery of the Wood, Iron or Steel Isle of Lona Master Engel

Tonnage { Gross 3789 Vessel built at W. Bartlepool By whom Furness Withy & Co When 1905 MONTH 4  
Net 2467

Registered Horse Power 314 Engines made at Bartlepool By whom Richardsons Westgarth When 1905

No. of Main Boilers 2 Boilers, when made (Main) 1905 (Donkey) 1905

No. of Donkey Boilers 1 Owners Dixon Robson & Co. Ltd. Port Newcastle Voyage Philadelphia

Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Morse & Co. (State name of Dock.)

in Donkey Boilers 80

Last Report No. Port

Particulars of Examination and Repairs (if any) Damage

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 dates and initials of any letters respecting this case.

CHARACTER, &c. for Special Survey.	Year Assigned or expired.	Machinery and Boiler Survey (including date of N.E., if any).
Date of last Survey and of Periodical Surveys.		
<u>+100 A1. 3. 14</u>		<u>+1 MC 7. 13</u>
<u>Spar DR. with fireboard</u>		
<u>20 sh. no 2. 13</u>		
		<u>+S. 7. 13</u>

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?

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? 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 Yes

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

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

How done. 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  
(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, B.S. 9,11, E.&M.S. 9,11, or L.M.C. 9,11  
140 lb., F.D., &c.)  
vessel is in good order eligible in my  
opinion to remain as classed with  
recoad tail shaft seen 11-14

Survey Fee (per Section 22) £ 35.00 Fees applied for 20/11/14

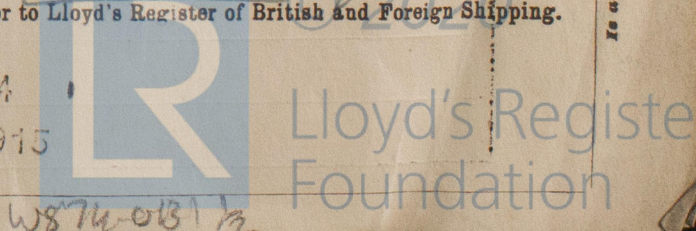
Special Damage or Repair Fee (if any) £ Received by me, W. Murray

Surveying Expenses (if chargeable) £ 19

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUE. DEC. -8. 1914

Signed Deferred. THU. DEC. 31. 1914  
FRI. FEB. 5-1915



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



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

Grounding damage.

Screwshaft Examined & various

Engine repairs effected.

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

(L)

5.12.14

S.11.14

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Lloyd's Register  
Foundation

Rpt. 8a  
Port 0



New York

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

Arrangements are being made A.W.M.  
 to carry out B.S. at an early date.