

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

(Received at London Office

FRI. 29 OCT. 1915

Date of writing Report 27 October 1915 When handed in at Local Office 28 October 1915 Port of Queenstown

No. in Reg. Book 726 Survey held at bark & Passage Date of First Survey 1 October Last Survey 14 October 1915

on the Machinery of the Wood, Iron or Steel Sc. Sr. ONOSIS Master A. Bowling

Tonnage Gross 3409 Net 2219 Vessel built at Newcastle By whom Dwan, Hunter & Wghm. Richardson, Ld When 1906-2

Registered Horse Power 317 Engines made at Newcastle By whom North Eastern Marine Eng. Co., Ld When 1906-2

No. of Main Boilers 2 Boilers, when made (Main) 1906-2 (Donkey) 1906-2

No. of Donkey Boilers 1 Owners Eftikhiad. S. Co. Ld (P. Wghm. Richardson & Co., Ld) Port London Voyage Derry or Cardiff to Coal

Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock (State name of Dock)

in Donkey Boilers 90 lbs

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Years Assigned now expiring.	Machinery and Boiler Surveys (including date of N.B., if any).
<input checked="" type="checkbox"/> 100A1		<input checked="" type="checkbox"/> LMC 3,14
5,15		BS 5,15.
D.S. Nuc. No. 2-14		T.S. 3,14.

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

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.

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? Not required Was a damage report made by anyone else? If so, by whom? Yes: W. B. Roffey, Dublin.

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? Is it fitted with continuous liner? or two liners? or is it without liners?

Has shaft now been changed? If so, state reasons

Is 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? 3/16 in.

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

Repairs of Damage due to stress of weather and fire in starboard bunkers on the voyage from Teneriffe to River Plate from 29th July to 3rd August 1915.
Vessel placed in dry dock, propeller, end of shaft and sea openings and their fastenings examined. Blow down and suction cocks for Donkey pump removed and fitted higher up on the shell. Ballast pump overhauled & 4 spare rubber valves fitted and new supplied. Thrust shaft lifted out, collars trued up in lathe and 5 thrust shoes remounted and shaft and shoes refitted - 2 coupling bolts renewed.

Note:- The captain and Chief Engineer informed me that important repairs to the Machinery were effected while the vessel was in the River Plate under the supervision of two Surveyors appointed by Lloyds Agent but this Society's Surveyors were not called in.

General Observations, Opinion, and Recommendation :-

(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, E.S. 9,11, B.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

In my opinion the machinery of this vessel so far as seen is in good and safe working condition and renders her eligible to remain as classed in the Register Book without alteration of records.

Survey Fee (per Section 25).....	£		Fees applied for
Special Damage or Repair Fee (if any).....	£	2 2 0	14 Octr 1915
(per Section 25.)		4 0	£2-6-0
Travelling Expenses (if chargeable).....	£	2 6 0	Received by me,
			16 Octr 1915

Committee's Minute TUE. - 2 NOV. 1915

Assigned As above

Herbert W. Dove
Engineer Surveyor to Lloyd's Register of Shipping.



The Surveyors are requested not to write on or below the space for Committee's Minute.

Is a certificate required? If so, to be sent to

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

Damage due to stress of weather
& fire.

Minor repairs effected.

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

J.W.
27/11/15

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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