

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

(Received at London Office)

TUE. MAY 25 1915

Date of writing Report 10 When handed in at Local Office 22.5.15 Port of MANCHESTER.

Nb. in Reg. Book. Survey held at MANCHESTER. Date, First Survey 17th May Last Survey 20th May 1915

1179 on the Machinery of the Wood, Iron or Steel S.S. "Mimosa" Master T.N. Hudd

Gross 2466 Vessel built at Sunderland By whom Short Bros Ltd When 1905

Net 2198 Engines made at D. By whom F. Clark Ltd When 1905

Registered Horse Power 325 Boilers, when made (Main) 1905 (Donkey) 1905

No. of Main Boilers 2 Owners Anglo-American Oil Co. Ltd Port Liverpool Voyage New York

No. of Donkey Boilers 1 Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock Afloat in Salford Docks

in Donkey Boilers 80 lbs

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

Last Report No. 3513 (Port) Egl.

Particulars of Examination and Repairs (if any) part B.S.

(Periodical surveys, when held, must be reported in detail and variation 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?

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 " yes

If this was not done, state for what reasons?

Main boilers already done, see Mch Rpt No 3413

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? Done at Egl.

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam? 80 lbs

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boiler? yes

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler? none

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

, and of the Donkey Boiler? yes

Has screw shaft now been drawn and examined? no

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

Has shaft now been changed? no 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?

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? At Owners convenience, a number of screwed stays at sides back between combustion chambers to be renewed as the girder stays to be thoroughly cleaned & stays panged & renewed if found necessary. In the meantime the pressure has been reduced to 80 lbs.

Now done:- Examined internally & externally the donkey boiler with all mountings valves doors etc.

Found the girder stays at necks wasted, & a number of screwed stays in back & sides between combustion chambers nearest the bottom of the boiler wasted

In the meantime the safety valves have been adjusted to 80 lbs, until the defective stays have been renewed.

General Observations, Opinion, and Recommendation:- The machinery of this vessel so far as seen, is in efficient condition, & eligible in my opinion to remain as classed & to have record of B.S. 3-15 as per Mch Rpt No 3413. Subject to the donkey boiler pressure being reduced to 80 lbs, until such times as the defective stays have been renewed.

as seen, is in efficient condition, & eligible in my opinion to remain as classed & to have record of B.S. 3-15 as per Mch Rpt No 3413. Subject to the donkey boiler pressure being reduced to 80 lbs, until such times as the defective stays have been renewed.

Survey Fee (per Section 20) £ 19

Special Damage or Repair Fee (if any) (per Section 20) £

Travelling Expenses (if chargeable) £

Fees applied for

Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. MAY 28 1915

Assigned

BS 3-15

Note at p.



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Brake 3/15 now complete
DB pressure reduced until some
welded stays have been removed

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

It is submitted that
this vessel is eligible for
THE RECORD, B S 3. 15-

Not DB pressure

Safe

JP

66.5.15

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

LR-FAR-TBS-III

