

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

(Received at London Office

19 OCT 1925

NEWCASTLE-ON-TYNE

Date of writing Report 19 When handed in at Local Office 14/10/1925 Port of

No. in Reg. Book 1269 Survey held at *Janus-on-Tyne* Date, First Survey 10th Sept. Last Survey 12th Oct. 1925 (No. of Visits 14)

on the Machinery of the Wood, Iron or Steel *S.S. ALLEGHENY*

Tonnage { Gross 822 Net 397 Vessel built at *Birmingham* By whom *J. Smith & Co.* When 1921-7

Nominal Horse Power 101 Engines made at *Litham* By whom *Litham & Co.* When 1921

No. of Main Boilers 2 Boilers, when made (Main) 1921 (Donkey) -

No. of Donkey Boilers 2 Owners *Amp. American P. & O.* Owners' Address (if not already recorded in Appendix to Register Book)

Steam Pressure in Main Boilers 180 Managers *J. Smith* Port *Liverpool* Voyage *Trading*

in Donkey Boilers - If Surveyed Afloat or in Dry Dock *Belmont* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Last Report No. Port

Particulars of Examination and Repairs (if any) *L.M.C.*

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

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? *180 lbs.*

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? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? If so, state reasons

Is the shaft now fitted new? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? *3 1/2*

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

Now done - Vessel placed in dry dock propelled stern bush sea connections & their fastenings. All cylinders, pistons, slide valves, crank thrust & line shafting, pumps, condensers, all pumps & machinery in pump room, windlass, steering gear, & the valves, cocks, pipes, & strainers of the pumping arrangement examined. The main boiler with their safety valves doors & mountings examined inside & outside & the safety valves afterwards adjusted under steam to the pressure stated above. Repairs for wear & tear - MC stem eccentric re-sharpened & new one fitted.

General Observations, Opinion, and Recommendation: *The machinery of this vessel is now in a good & efficient condition & eligible in my opinion to remain as classed with fresh notation.*

L.M.C. - 10-25.

Survey Fee (per Section 28) £ 10-0-0 Fees applied for 1925

Special Damage or Repair Fee (if any) (per Section 28) £

Travelling Expenses (if chargeable) £

Received by me, *[Signature]* 1925

Committee's Minute THUR. 27 OCT 1925

Assigned + *L.M.C. 10.25*

[Signature] 2020
 Engineer Surveyor to Lloyd's Register of Shipping.

L Lloyd's Register Foundation

CERTIFICATE WHEN ISSUED 5.11.25

P.L. No. due 7.25. L.L.H.

It is submitted that
this vessel is eligible for
THE RECORD. + L.M.C. 10.25.

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.

PL
23/10/25

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



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