

No. 70561

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

29 DEC 1917

(Received at London Office)

Port of

NEWCASTLE-ON-TYNE

Writing Report

10

When handed in at Local Office

10

Survey held at

North Shields

Date, First Survey

Dec. 19-17

Last Survey

Dec 22nd 1917

on the Machinery of the ~~Wood, Iron or Steel~~

S.S. "Largo"

Master Snowden

Gross 176.4

Net 102.6

red 1.93

ain Boilers 2

nkey Boilers 1

ressure- 180

n Boilers 100

Vessel built at

Sunderland

By whom

S.S. Austin & Son Ltd.

When

1910

Engines made at

Sunderland

By whom

S. Clark Ltd.

When

1910

Boilers, when made (Main)

1910

(Donkey)

1910

Owners

Pelton S.S. Co.

Port

Newcastle

Voyage

Government Service

If Surveyed Afloat or in Dry Dock

Smiths Garton

(State name of Dock.)

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

CHARACTER.
* for Special Survey.
Date of last Survey and of Periodical Surveys.

Year Assigned

Machinery and Boiling Surveys (including date of N.B., if any).

* 100 A.I.

8-17.

S.S. Sld. 1-14.

* L.M.C. 3-14.

T.S. 11-16

T.S. 8-17.

Report No.

Port

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

When held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

Age 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

ined?

Was a damage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

"

Donkey

"

"

"

Was not done, state for what reasons?

At parts of the Boilers could not be thus thoroughly examined?

At 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?

Surveyor examine the Safety Valves of the Main Boiler?

Yes

To what pressure were they afterwards adjusted under steam?

180 lbs

Surveyor examine the Safety Valves of Donkey Boiler?

Yes

To what pressure were they afterwards adjusted under steam?

100 lbs

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

Yes

, and of the Donkey Boiler?

Yes

Surveyor examine the drain plugs of the Main Boilers?

None fitted

, and of the Donkey Boiler?

None fitted.

Surveyor examine all the mountings of the Main Boilers?

Yes

, and of the Donkey Boiler?

Yes

Screw shaft now been drawn and examined?

No

Is it fitted with continuous liner?

Yes

or two liners?

Yes

or is it without liners?

Shaft now been changed?

Yes

If so, state reasons

Shaft now fitted new?

Yes

Has it a continuous liner?

Yes

or two liners?

Yes

or is it without liners?

Distance between lignum vitae of stern bush and top of after bearing of screw shaft?

5 3/32"

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

Examined propellers and outside fastenings and found same satisfactory. All go astern guide bars reduced to dry planing and then adjusted.

Examined main and donkey boilers and their mountings and adjusted their safety valves as above noted.

Main boiler centre furnace landing edge at C.C. back welded up where wasted by the electric process.

A new set of water gauge fittings, fitted to the donkey boiler.

General Observations, Opinion, and Recommendation:—

The machinery of this vessel

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, B.&N.S. 9.11, or L.M.C. 9.11, 140 lb., F.B., &c.)

So far as seen is in good order and safe working condition and is eligible in my opinion to remain as classed and to have the notation of B.S. 12.17 in the Register Book.

Fee (per Section 25)

£ 2 : 0 : 0

Damage or Repair Fee (if any)

(per Section 25.)

Other Expenses (if chargeable)

£

Fees applied for

29 DEC 1917

Received by me,

10-1-1918

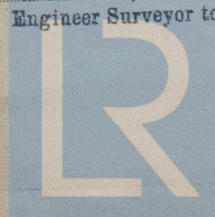
Committee's Minute

TUE 8-JAN 1918

Signed

BS 12.17

L. H. Osborn, Reginald & Bain
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

W925-0009

B.S. due 11.14. how held

It is submitted that
this report is for
THE RECORD. B.S. 12.14.

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.

J.P.
1.1.18.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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