

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

29 DEC 1917

(Received at London Office) NEWCASTLE-ON-TYNE

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could  
same.  
frames

When handed in at Local Office

Survey held at North Shields Date, First Survey Dec. 19-17 Last Survey Dec 22nd 1917  
 (No. of Flights 4)

on the Machinery of the Wood, Iron or Steel S.S. "Largo" Master Snowden  
 YEAR. MONTH.

Gross 1764 Vessel built at Sunderland By whom S.P. Austin & Son Ltd. When 1910 4  
 Net 1026 Engines made at Sunderland By whom G. Clark Ltd. When 1910  
 Power 193 Boilers, when made (Main) 1910 (Donkey) 1910  
 Main Boilers 2 Owners Pelton S.S. Co. Port Newcastle Voyage Government Service  
 Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Smiths Dock  
 Pressure Boilers 180 (State name of Dock.)  
 Key Boilers 100

Report No. \_\_\_\_\_ Port \_\_\_\_\_  
Particulars of Examination and Repairs (if any) B.S. & Docking

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs of a special character (the cause of which must be stated) should be separated from Repairs due to other causes; and the nature of such repairs should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

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 to Special Survey.	Machinery and Boiling Surveys (including date of N.B. if any).
* 100 A.I.		* L.M.C. 3-14.
8-17.		T.S. 11-16
S.S. Sld. 1-14.		T.S. 8-17.

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 declined?  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?  Yes

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

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

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?  or two liners?  or is it without liners?

Screw shaft now fitted new?  If so, state reasons  Has it a continuous liner?  or two liners?  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 propeller and outside fastenings and found same satisfactory. All go astern guide bars reduced to 5" 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 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.

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.

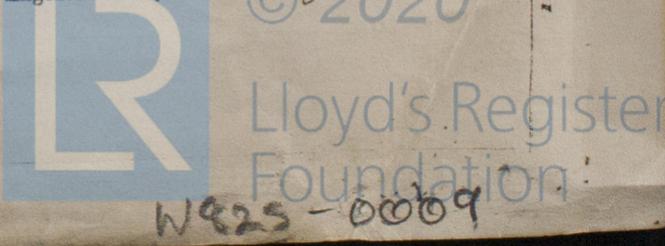
Fee (per Section 25) £ 2 : 0 : 0 Fees applied for 29 DEC 1917

Damage or Repair Fee (if any) £ : : : Received by me, 10-1-1918

Printing Expenses (if chargeable) £ : : : 15-1-18

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

Committee's Minute TUE 8-JAN 1918  
Signed B.S. 12.17



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

If no, to be sent to

B.S. due 11.17. how held

It is submitted that

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 RECORD. B.P. 12.17.

J.P.  
1.1.18.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Foundation