

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

(Received at London Office)

MON 23 SEP 1918

19 SEP 1918

Date of writing Report 12<sup>th</sup> Sept. 1918 When handed in at Local Office

Port of

NEWCASTLE-ON-TYNE

No. in Reg. Book.

Survey held at Newcastle

Date, First Survey

28<sup>th</sup> Aug Last Survey 10<sup>th</sup> Sept 1918

1551 on the Machinery of the Wood, Iron or Steel

S.S. "Moto"

Master

Book

Tonnage { Gross 1941  
Net 1088

Vessel built at Sunderland

By whom S. P. Austin & Son Ltd When 1913-7

Registered Horse Power 221

Engines made at

By whom J. Clark Ltd When 1913

No. of Main Boilers 2

Boilers, when made (Main) 1913

(Donkey) 1913-14 1914

No. of Donkey Boilers 1

Owners Pelton S. S. Co Ltd

Port Newcastle

Voyage Admiralty

Steam Pressure in Main Boilers 180 lb

If Surveyed Afloat or in Dry Dock & on Clelands Slip

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

in Donkey Boilers 100 lb

(State name of Dock.)

Last Report No.

Port

Particulars of Examination and Repairs (if any)

Lmc

(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.)

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Years since last survey.	Machinery and Boiler Surveys (including date of N.B. if any).
+ 100 A 1		+ Lmc 7, 13
5, 17		Y S 5, 17
Examd. 11. 17.		NDB 14.

CARGO BATTENS NOT FITTED

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?

yes

Do.

"

Donkey "

"

"

yes

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?

yes

To what pressure were they afterwards adjusted under steam? 180 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler?

yes

To what pressure were they afterwards adjusted under steam? 100 lbs

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

yes

, and of the Donkey Boiler? yes

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

yes

, and of the Donkey Boiler? yes

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

yes

, and of the Donkey Boiler? yes

Has screw shaft now been drawn and examined?

no

Is it fitted with continuous liner?

yes

or two liners?

yes

or is it without liners?

Has shaft now been changed? If so, state reasons

Is the shaft now fitted new?

yes

Has it a continuous liner?

yes

or two liners?

yes

or is it without liners?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/8"

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

The cylinders, pistons, slide valves, pumps, condensers, sea connections, propellers, crank thrust & tunnel shafts examined. The main & donkey boilers & their mountings examined & their safety valves adjusted. The main steam pipes tested to 360 lbs. The feed & bilge pump runs skinned up.

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

as far as seen is now in good order & safe working condition & eligible in our opinion to remain as classed & to have the notation of +Lmc 9-18

Survey Fee (per Section 28) £ 5 : 0 : 0

Fees applied for

Special Damage or Repair Fee (if any) £

(per Section 28.)

Travelling Expenses (if chargeable) £

Received by me

24.9.18

Committee's Minute

FRI. SEP. 27. 1918

Assigned

+ Lmc 9. 18

MACHINERY CERTIFICATE  
WRITTEN 7.10.18

Thomas Field & W. Lindale  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
Foundation

W847-0214

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



S.S. Go 1 due 7-17. now held.

It is submitted that  
this vessel is eligible for  
THE RECORD. + L.M.B. 9-18

JHA  
23/9/18

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.

OF THE SURVIVORS ARE REQUESTED NOT TO WRITE ACROSS THE DASHES.



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