

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

(Received at London Office)

Date of writing Report *26th Feb* 1916 When handed in at Local Office *FEB 28 1916* Port of *NEWCASTLE ON TYNE.*

To. in Survey held at *Newcastle* Date, First Survey *19th Feb 1916* Last Survey *19th Feb 1916*

Subject on the Machinery of the *Wood, Iron or Steel* *SS "Alto"* Master

Age { Gross Vessel built at *Londonderry* By whom *Ridgeland SB Co Ltd* When *1915*

Registered Net Engines made at *Hartlepool* By whom *Richardson Westgarth* When

of Main Boilers Boilers, when made (Main) (Donkey)

of Donkey Boilers Owners *Ellon SS Co Ltd* Port *Newcastle* Voyage *Coasting*

of Main Boilers If Surveyed Afloat or in Dry Dock at *Abburn* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

of Donkey Boilers

1st Report No. Port

Particulars of Examination and Repairs (if any) *Part 3 E*

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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.

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 " " " " No

Was this not done, state for what reasons?

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

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?

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? or two liners? or is it without liners?

Has shaft now been changed? If so, state reasons

Has 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? *The water gauge glass cock*

flange and the circulating valve flange joining starboard main boiler are to be

repointed as per Belfast letter dated 11th February 1916, in addition to this the

following requires to be done. Starboard Boiler. The blow down valve, the scum valve

the main check valve & the auxiliary check valve require to be repointed to the boiler.

Port boiler. The blow down valve, the water to gauge glass cock, the main check valve

and the auxiliary check valve require to be repointed to the boiler, also the top

grating requires to be more securely fastened & supported

Now Done:- Suspension clips have been fitted to the main circulating water

discharge pipe to ships side, the main bilge pumps discharge to ships side,

the donkey pump exhaust from distribution box to condenser, the steam & exhaust pipes from

dynamo. A permanent main switch board has been fitted, name plates & plates indicators

sizes of fuses have been fitted to distribution boxes, & the stern light fuse box has been made a lock up box

General Observations, Opinion, and Recommendation:-

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. 2, 11, B.M.S. 2, 11, or L.M.C. 2, 11, 140 lb., F.D., &c.)

This vessel was visited in accordance with letter received from Belfast dated 11th Feb. 1916

to complete the survey the work above mentioned require to be done

This report is forwarded for the information of the Committee

Survey Fee (per Section 28) £ 19

Special Damage or Repair Fee (if any) £

(per Section 28.)

Travelling Expenses (if chargeable) £

Fees applied for 19

Received by me, 19

Reginald A Bain

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE.-4 APR. 1916

Assigned All minute Bel. fe rpt 7639

