

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

(Received at London Office)

WED. 29. MAR. 1916

Date of writing Report 19 When handed in at Local Office **MAR 28 1916** 19 Port of **NEWCASTLE ON TYNE.**

No. in Reg. Book. *65 dup* Survey held at *South Shields* Date, First Survey *SS "Alto"* Last Survey *21st Mar 1916* (No. of Visits *1*)

Tonnage { Gross Vessel built at *Rondonderry* By whom *W of Ireland S B Co Ltd* When *1915*
Net Engines made at *Hartlepool* By whom *Richardson Westgarth* When
Registered Horse Power Boilers, when made (Main) (Donkey)
No. of Main Boilers Owners *Pelton S B Co Ltd* Port *Newcastle* Voyage *Coasting*
No. of Donkey Boilers Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock at *Harton Staiths* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
in Donkey Boilers

Last Report No. Port Particulars of Examination and Repairs (if any) *Comp LC*

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys. *100 A1 (Class contemplated)*

(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? *no*

Do. " Donkey " " " " *no*

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?

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? *no* Is it fitted with continuous liner? or two liners? or is it without liners?

Has shaft now been changed? If so, state reasons

Is 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, the circulating valve flange, the blow down valve, the scum valve, the main check valve & the auxiliary check valve, flanges have been repointed to the starboard boiler.

The water gauge glass cock flange, the circulating valve, the blow down valve, the main check valve, & the auxiliary check valve flanges have been repointed to the port boiler.

The top engine room grating is now securely fastened & supported

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

This vessel was visited in accordance with letter received from Belfast dated 11th Feb 1916 & Newcastle report N^o 68501, all the requirements have been carried out. & thus renders the vessel eligible for classification as per Belfast report

Survey Fee (per Section 28) £ : Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 28.) £ : Received by me, 19

Travelling Expenses (if chargeable) £ : *Reginald Bain* Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. - 4. APR. 1916

Assigned *See minute Bel. fe. 41 7639*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

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

