

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

(Received at London Office 19 OCT 1925)

19 OCT 1925

NEWCASTLE-ON-TYNE

Date of writing Report 1 19 25 When handed in at Local Office 14/10/1925 Port of NEWCASTLE

No. in Reg. Book. Survey held at Janu. 2. 1901. Date, First Survey 10<sup>th</sup> Sept. Last Survey 12<sup>th</sup> Oct. 19 20

1269 on the Machinery of the Wood, Iron or Steel. J. S. ALLEGHENY" (No. of Vols. 14)

Tonnage { Gross 822  
Net 397 Vessel built at Bonnah's Quay By whom J. Richter, D.D. When 1921 - 4

Nominal Horse Power	101	Engines made at	Lithuan	By whom	Lithuan & Co	When	1921
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No. of Main Boilers 2 Boilers, when made (Main) 1921 (Donkey) ✓

No. of Donkey Boilers	Owners	Owners' Address	Port	Voyage
2	Amos. American M. Boat	(If not already recorded in Appendix to Register Book).		
2	Managers			

Steam Pressure \_\_\_\_\_  
in Main Boilers 180  
If Surveyed Afloat or in Dry Dock Rehast & River Particulars of Classification (which must be inserted  
(State name of Dock.) precisely as in Register Book & Supplements).

in Donkey Boilers <i>(Save name of dock.)</i>		Machinery as in Register Book & Supplements.	
Last Report No.	Port	CHARACTER. for Special Survey. Date of last Survey and of	Machinery and Boiler Surveys (including Survey of 1st year)

East Report No.	Port	Date of Survey or Periodical Survey	Year	(including date of N.B., if any)
Particulars of Examination and Repairs (if any)	3000	3100 A. 1/22		3100 A. 1/22

(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? *Yes*

Do.	"	Donkey	"	"	"
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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? \_\_\_\_\_ To what pressure were they afterwards adjusted under steam? \_\_\_\_\_

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, 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? *Yes* and of the Donkey Boiler?

Did the surveyor examine all the mountings of the main boilers, \_\_\_\_\_, and of the Donkey boiler, \_\_\_\_\_

Is an approved appliance fitted at the after end of \_\_\_\_\_

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the inner end of the shaft to permit of it being efficiently lubricated? Yes

Has shaft now been changed? ☒ If so, state reasons ☒

Is the shaft now fitted new? \_\_\_\_\_ Has it a continuous liner? \_\_\_\_\_

is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? \_\_\_\_\_

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft?  $\frac{3}{32}$

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

Now done - Vessel placed in dry dock propelled, then both sea connections & their fastenings, all cylinders, pistons, slide valves, crank thrust & line shafting, pumps, condensers all pumps & machinery in pump room, windlass steering gear & the valves, cocks, pipes, & strainers of the pumping arrangement examined. The main boiler with their safety valves doors & mountings examined inside & outside & the water valves afterwards adjusted under steam to the pressure stated above.

Repairs for Wear & Tear - MC stem eccentric rebabbled & new one fitted.

General Observations, Opinion, and Recommendation:—*The machinery of this*

(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., &c., &c.)

vehicle is now in a good & efficient condition & eligible in my opinion to remain as classed with fresh notation &  
 JLMC-10-25.

Survey Fee (per Section No.) ..... \$ 10-0-0 ) Fees applied for (

Special Damage or Repair Fee (If any) \_\_\_\_\_ \$  
(per Section 28.)

Travelling Expenses (if chargeable) £ 1 1

Committee's Minute

Assigned + Lm 6 10.25

CERTIFICATE WRITTEN  
6-11-25

5.11 002808-002815-0

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

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S.L. 101. due 7.25. L.L.H.

It is submitted that  
this vessel is eligible for  
THE RECORD. + L.M.C. 10.25.

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.

S.L.  
23/10/25

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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