

Rpt. 9

/NP 26 APR 1962

-4 MAY 1962

Date of writing report

Survey held at North Shields

Received London

Port NEWCASTLE-ON-TYNE

No. of visits 5

First date 27.3.62

Last date 19.4.62

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 35258 Name S.S. "TINESIDER"

Owners Lawson Batey Tugs

Engines made 1942

By Ailsa S.B. Co.

Managers

Gross tons 262

Date of build 4-1942

No. of Main Engines 1 No. of Screws 1

Port of Registry Newcastle

No. of Main Boilers 1 W.P. 200 lb.

Type Triple exp. recip.

No. of Aux./Donkey Boilers - W.P. -

Surveyed Afloat or in Dry Dock Both

Nature of Survey D.S., M.B.S., Repairs.

Was Damage Report issued? No Int. Cert.? Yes

Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
BS* tug	MBS*
S.S. 2.59 D.S. 12.61	2.59 M 1.61 OG 8.61 sps 3.57

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus + should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line: this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propeller Good

Wear Down of Stern Bushes Close fit

Oil Glands OIL TIGHT

Fastenings Good

Has Screwshaft Tubeshaft been drawn? NO

Date of Examination

Sea Connections

Has Shaft now fitted been previously used?

Has Shaft now examined/fitted a continuous liner?

Has Shaft been changed?

MAIN ENGINES (Recip. Steam or I.C.)

PORT

Approved oil gland?

1 Cyls., Covers, Pistons & Rods

STARBOARD

2 Valves & Gears

3 Connecting Rods, Top Ends & Guides

Side
Centre

4 Crankpins & Bearings

Side
Centre

5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods

7 Connecting Rods & Top Ends

8 Crankpins & Bearings

9 Journals & Bearings

10 Couplers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods

12 Connecting Rods & Top Ends

13 Crankpins & Bearings

14 Journals & Bearings

15 Levers

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

OPINION OF MACHINERY AND RECOMMENDATIONS

Have Main Engines been tested working and manœuvring?

The machinery of this vessel so far as now seen is in safe working condition and eligible in my opinion to remain as now classed with fresh record of M.B.S. 4.62 and subject to the main condenser water box repair being examined by 4.63 (12 months limit).

Date of Committee

Decision

THURSDAY 24 MAY 1962

As now subject MBS 14.62

40m,457. T. (MADE AND PRINTED IN ENGLAND.)

Noted for Header

R.P. Frazer
Engineer Surveyor to Lloyd's Register of Shipping
R.P. FRAZER. H. POLLOCK.

010189-010199-0224

32 Essential Independent Pumps (Identify by position).....
33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls.....
34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?.....
35 Fresh Water Coolers..... 36 Lub. Oil Coolers..... 37 Heaters (state service).....
38 Independent Air Compressors, Coolers & Safety Devices.....
39 Air Receivers & Safety devices—Main..... 40 Auxiliary.....
41 Oil Fuel Tanks (Not forming part of hull structure).....
42 Evaporators..... 43 Have Evaporator Safety Valves been tested under steam?.....
44 Steering Machinery..... 45 Windlaas..... 46 Fire Extinguishing Arrangements.....

AUXILIARY ENGINES (Identify by position).....

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD		AUXILIARY EQUIPMENT
a Generators.....			l Generators & Governors.....
b Exciters.....			
c Air Coolers.....			m Motors.....
d Motors.....			
e Air Coolers.....			n Switchboards & Fittings.....
f Control Gear, Cables, etc.....			o Circuit Breakers.....
g Insulation Resistance.....			p Cables.....
h Insulating Oil Test.....			q Insulation Resistance.....
i Overspeed Governors.....			r Steering Gear Generators and Motors.....
j Magnetic Couplings.....			s Navigation Light Indicators.....
k Air Gap.....			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN Good - 4-4-62..... AUXILIARY, DONKEY or PRESS.....
Superheaters.....
Safety Valves Good.....
Mountings, Doors & Fastenings Good.....
Safety Valves Adjusted to { Sat. 200 lb.
Spt. -.....
Boiler Securing Arrangements Good.....
Main Economisers..... Exhaust Gas Heated Economisers.....
Steam Heated Steam Generators..... Steam Generator Safety Valves Adjusted to.....
Were Oil Burning System & Remote Controls examined working in accordance with Rules? Coal fired..... Forced Circulating Pumps.....
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?..... Funnel Good.....

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main..... Auxiliary (over 3 in. bore).....
Were Copper Pipes annealed?..... Have Saturated Pipes in cylindrical boiler smoke boxes been tested?.....

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Main Boiler:- Centre furnace cropped at frd. end for section approx. 2 ft. x 3" in way of wastage. A new section has been welded in, the boiler examined under steam and all left in good order.

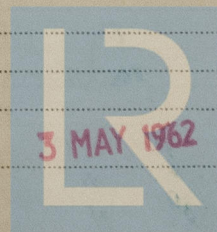
Main condenser:- lower section of shell found wasted and a new section has now been welded:- (M.S.)
On replacing the water box, a fracture was found in way of the division bar extending to outside of box. The fracture has been repaired with Thistlebond, water tested and all found satisfactory. It is recommended that the repair is examined by 4.63 (12 months limit) and is considered efficient meanwhile.



LEAVE THIS SPACE BLANK

Survey fees M.B.S. £8. 0. 0.
Repairs £5. 0. 0.

Damage fee ...
Expenses...
Date when A/c rendered



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