

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

(Received at London Office

SEP 28 1938

Date of writing Report 22nd Sept 1938

When handed in at Local Office

22/9/1938

Port of

NEWCASTLE-on-TYNE.

No. in Reg. Book.

Survey held at Jarrow

Date, First Survey 13 Sept.

Last Survey 19 Sept 1938

(No. of Visits 6)

84910 on the Machinery of the Wood, Iron or Steel

TIBERTON.

Tonnage { Gross 5225
Net 3190

Vessel built at Stockton

By whom Richardson, Duck & Co. Ltd.

Year. Month.

When 1920-3

Nominal Horse Power 397

Engines made at Stockton

By whom Blair & Co.

When 1920

No. of Main Boilers 258

Boilers, when made (Main) 1920

(Donkey)

No. of Donkey Boilers 1

Managers

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port

Voyage

Steam Pressure 180 lbs

If Surveyed Afloat or in Dry Dock Mercantile D.D.

(State name of Dock.)

in Donkey Boilers 100 lbs

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

Last Report No.

Port

D.K.G., BS &

Particulars of Examination and Repairs (if any) FITTING N.D.B.

(Periodical Surveys, when held, must be reported in detail and verbatim 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.

" " "

Donkey " "

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?

State latest date of internal examination of each boiler MAIN 14.9.38

Present condition of funnel Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes.

To what pressure were they afterwards adjusted under steam? 180 lbs/0.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes.

To what pressure were they afterwards adjusted under steam? 100 lbs/0.

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

, and of the Donkey Boilers? Yes.

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

, and of the Donkey Boilers? None.

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

, and of the Donkey Boilers? Yes.

Is screw shaft now been drawn and examined? No. Is it fitted with continuous liner? Yes.

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes.

Is shaft now been changed? Yes. If so, state reasons.

Is the shaft now fitted been previously used? Yes. Has it a continuous liner? Yes.

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes.

State date of examination of Screw Shaft. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8 Bare.

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? Yes.

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes.

Is the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes.

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

Work done:- Vessel placed in dry dock. Propeller & all outside fastenings examined. Both main boilers opened out & examined together with their safety valves & other mountings & found or put in good order. A new donkey boiler now fitted. See Middlesbrough Rpt. 5A. No 16407. The steam & feed pipes modified to suit & hyd. tested to 250 lbs./sq. in. The donkey boiler has been satisfactorily fitted on board & examined under steam. An accumulation test as per Rule carried out & found in order. The main & donkey boiler safety valves adjusted as above.

Repairs:- The port lower manhole door of each main boiler built up & doors refitted. All mountings overhauled.

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, R.S. 9.11, B.&M.S. 9.11, & L.M.C. 9.11, or S.L.M.C. 120 lb., F.D., &c.)

is eligible in my opinion to remain as classed with fresh Record of BS. 9.38 & to have the notation of + N.D.B. 9.38 made in the Register Book.

Survey Fee (per Section 29) BS 3 0 0

Fitting N.D.B.

2 2 0

Special Damage or Repair Fee (if any)

Travelling expenses (if chargeable)

Committee's Minute

Assigned

TUE. 11 OCT 1938

BS 9.38

N.D.B. 38

Fees applied for

27 SEP 1938

Received by me,

19/10/38

L. Dixon.

Engineer Surveyor to Lloyd's Register of Shipping.

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W433-0091