

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

No. 93167

(Received at London Office)

Date of writing Report _____ When handed in at Local Office 2nd Nov 1935 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book 34834 Survey held at Jarrow Date, First Survey 29th Oct Last Survey 31st Oct 1935
(No. of Vints 3)

on the Machinery of the Wood, Iron or Steel Sc. "TEESPOOL"

Tonnage { Gross 4577 Vessel built at Stockton By whom Rohmer & Son When 1905-12
Net 2938 Engines made at Stockton By whom Blair & Co. Ltd. When 1905
Nominal Horse Power 371 Boilers, when made (Main) 1905 (Donkey) 1923
No. of Main Boilers 3 Owners Constantine Shipping Co. Ltd. Owners' Address _____
No. of Donkey Boilers 1 Managers _____ (if not already recorded in Appendix to Register Book.)
Steam Pressure in Main Boilers 180 lbs. Port W. Hartlepool Voyage _____
in Donkey Boilers 100 lbs. If Surveyed Afloat or in Dry Dock Palmer's
(State name of Dock.)

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) See below.

(Periodical Surveys, when held, must be reported in detail and serially 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 " " No **UNDERTAKING CASE**

If this was not done, state for what reasons? D. Boiler not submitted for Survey.

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 28th October 1935 Present Condition of Funnels efficient

Did the Surveyor examine the Safety Valves of the Main Boiler? yes. To what pressure were they afterwards adjusted under steam? 180 lbs 10"

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 Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? yes. and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? yes. and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

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

Has the shaft now fitted been previously used? ✓ 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 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 ✓

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? ✓

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

Examination made in view of proposed voyage to Spain for breaking up.

How done:- The main boilers examined together with their principal mountings doors & fastenings and found in order. Their safety valves adjusted under steam to the pressure stated above.

The owners representative states the D. Boiler will not be used.

A general examination was made of the main machinery, auxiliaries, pumping arrangement, steering engine & windlass.

Packings in glands overhauled or renewed as found necessary.

The main machinery, auxiliaries, steering engine & windlass tried out under steam & found satisfactory.

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, & L.M.C. 9,11, or CS 3,34.)

Recommend this vessel's machinery to remain as now classed for the intended voyage to Spain where she is to be broken up.

Survey Fee (per Section 29) £ 6 : 6 : - Fees applied for 19 NOV 1935

Special Damage or Repair Fee (if any) £ : : (per Section 29.)

Travelling expenses (if chargeable) £ : : Received by me, 30.11.35

Committee's Minute FRI. 6 DEC 1935 TUE 17 MAR 1936

Assigned Deferred TUE. 31 MAR 1936

L. P. Skett
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundations
W528-03095