

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

(Received at London Office 3 JAN 1929)

Date of writing Report 19 When handed in at Local Office 28 Dec 1928 Port of Newcastle-on-Tyne

No. in Survey held at 1905 Date, First Survey 20 Nov Last Survey 20 Dec 1928
 Reg. Book. 85791 on the Machinery of the Wood, Iron or Steel "TEESBRIDGE" (No. of Visits 19)

Tonnage Gross 3898 Net 2546 Vessel built at Newcastle By whom T. Stephenson & Co. Ltd. When 1905-8
 Engines made at Hartlepool By whom Philander, Westport & Co. When 1905
 Boilers, when made (Main) 1905 (Donkey) 1905
 Owners Bath of England S. S. Co. Ltd. Owners' Address As recorded (if not already recorded in Appendix to Register Book).
 Managers Crosby, Innes & Co. Port W. Hartlepool Voyage
 No. of Main Boilers 2 S.B. If Surveyed Afloat or in Dry Dock (State name of Dock.) Newcastle S.D. Co.
 No. of Donkey Boilers one
 Steam Pressure in Main Boilers 180 lbs
 in Donkey Boilers 80 lbs

Last Report No. Port

Particulars of Examination and Repairs (if any) Donkey, B.S. & Repairs

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? ☒

Do. " 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? ☒

Did the Surveyor examine the Safety Valves of the Main Boiler? ☒

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? 80 lbs

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? ☒

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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Close

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

Vessel placed in a dry dock, propeller & all outside fastenings examined & found in satisfactory condition.

Examined main & donkey boilers internally & externally together with all mountings & all parts found in put in satisfactory condition.

Safety Valves adjusted under steam as above.

Main boiler were hydraulically tested after repairs.

Repairs: Port Boiler - Port c.c. bottom plate cropped & renewed. c.c. back cropped & renewed. Bottom c.c. plate cropped & renewed. A few rivets & c.c. stays renewed. Centre furnace renewed. c.c. side plates cropped & renewed. c.c. top renewed. Inlet plate "built up" in places. A few c.c. stays renewed & pass built up. Stack. Some electric welding in places in c.c. stays renewed. Mud hole doors made good fit. Some rivets renewed in front end circular seam & welding done. [P.T.O.]

General Observations, Opinion, and Recommendation:— The machinery of this vessel is, in my opinion, suitable to remain as classed, with fresh record of B.S. 12, 28.

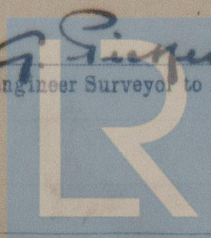
Survey Fee (per Section 28) £4 0 0
 Special Damage or Repair Fee (if any) (per Section 29) £4 4 0
 Travelling Expenses (if chargeable) £1 1 0

Fees applied for 12 JAN 1929
 Received by me, 10-1-29

Committee's Minute 11 JAN 1929

Assigned 12:28

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W 621-0036

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

Is a Certificate required? If so, to be sent to

Working B.S. due 1. 28.

how held

It is submitted that
this vessel is eligible for
THE RECORD.

B.S. 12. 28.

Wm

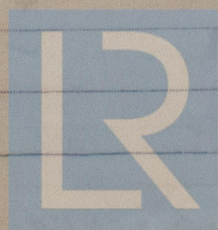
7. 1. 29

X B.-If this Report is copied by copying Press, special 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.

Starb. Boiler. For c.c. back cropped & renewed. A few c.c. stays renewed & pads built. Centre furnace renewed. c.c. bottom renewed. c.c. back cropped renewed. c.c. side plate cropped renewed. Starb. c.c. back plate cropped renewed. - by walke done made good fit. a few links renewed in front end circular seam & electric welding done. Some links renewed in Bayana plate dottle & plate built up in way of one stay. About 60 tubes in both boilers renewed.

G.P.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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