

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

(Received at London Office 3 JAN 1929)

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

No. in Reg. Book 85791 Survey held at Jarrow Date, First Survey 20 Nov Last Survey 20 Dec 1928 (No. of Visits 19)

85791 on the Machinery of the ~~Wood, Iron or Steel~~ "TEESBRIDGE"

Tonnage: Gross 3898 Net 2546 Vessel built at Newcastle By whom T. Stephenson & Co. Ltd When 1905-8

Nominal Horse Power 291 Engines made at Hartlepool By whom Philadon, Westport & Co When 1905

No. of Main Boilers 2 S.B. Boilers, when made (Main) 1905 (Donkey) 1905

No. of Donkey Boilers one Owners South of England S.S. Co. Ltd. Owners' Address As recorded

Steam Pressure in Main Boilers 180 lbs Managers Crosby, Innes & Co. (if not already recorded in Appendix to Register Book) Port W. Hartlepool Voyage

in Donkey Boilers 80 lbs If Surveyed Afloat or in Dry Dock (State name of Dock) Newcastle D.D. Co.

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? yes

Do. " Donkey " " " yes

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 pressures were they afterwards adjusted under steam? 180 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes 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? yes, and of the Donkey Boiler? yes

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? yes

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 the distance betweenignum vite 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 or 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 plate, a few links & 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., 1 stay renewed. Hub hole doors made good fit. Some links 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, capable to remain as classed, with fuel used of B.S. 12, 28.

Survey Fee (per Section 25) £ 4 : 0 : 0

Special Damage or Repair Fee (if any) (per Section 29.) £ 4 : 4 : 0

Travelling Expenses (if chargeable) £ - : - : -

Fees applied for 22 JAN 1929

Received by me, 10-1-29

Committee's Minute 11 JAN 1929

Assigned 12:28



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

Start 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
Start c.c. back plate cropped renewed. - by welds down 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.

N.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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

Working B.S. due 1.28.

now held

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

B.S. 12. 28.

J. R. R.
 7. 1. 29