

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

Date of writing Report March 2<sup>nd</sup> 1922 When handed in at Local Office March 2<sup>nd</sup> 1922 Port of NEWCASTLE-ON-TYNE  
(Received at London Office WED 4 MAR. 1922)  
No. in Reg. Book 33464 Survey held at North & South Shields Date, First Survey 15 Feb. Last Survey Mar 1<sup>st</sup> 1922  
on the Machinery of the ~~Wood, Iron~~ Steel S/S "TREDENHAM." (No. of Vessel 7)  
Tonnage: Gross 8435 Vessel built at Bremen By whom Akt. Ges. Weser When 1915  
Net 5369 Engines made at Bremen By whom A. G. Weser When 1915  
Registered Horse Power 542 Boilers, when made (Main) 1915 (Donkey) ✓  
No. of Main Boilers 4 Owners Hain S.S. Co. Ltd. (B. Hain & Son Mgrs) Port St. Ives Voyage Galveston  
No. of Donkey Boilers 1 Surveyed Afloat ✓ in Dry Dock Middle Dock, Black Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
Steam Pressure in Main Boilers 213 lb. (State name of Dock) Jelly Bay & Whitehill Point  
in Donkey Boilers ✓

Last Report No. ✓ Port DOCKING  
Particulars of Examination and Repairs (if any) B.S.  
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.  
Do. " Donkey " " " None.  
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 pressure were they afterwards adjusted under steam? 213 lb.  
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 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? 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? No.  
Has shaft now been changed No. If so, state reasons ✓  
Is the shaft now fitted new? No. 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? 1/8"  
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 dry dock.  
Propeller and fastenings of stern bush and of sea connections examined and put in order. Propeller blades badly pitted. 4 new bronze propeller blades now fitted.  
B.S. The main boilers and their mountings & safety valves examined and found in order.  
The safety valves adjusted under steam as above.

General Observations, Opinion, and Recommendation:— This vessel's machinery so far as seen is in order and eligible in my opinion to have the record of B.S. 3-22 in the Register Book.  
(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 the 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.S. 9, 11, or R.M.C. 9, 11, 140 lb., E.D., &c.)

Survey Fee (per Section 25) £ 5 0 0 Fees applied for 7/3/22  
Special Damage or Repair Fee (if any) £ Received by me 24.3.1922  
Travelling Expenses (if chargeable) £  
Committee's Minute TUE. 21 MAR. 1922  
Assigned L.H.C. 1.21  
B.S. 3.22 J.D.W.F.D. 4 APR. 1923  
TUES. 19 AUG 1924  
FRI. 7 AUG 1925  
TUES. 16 MAR 1926  
J. Robinson  
Engineer Surveyor to Lloyd's Register of Shipping.  
FRI. 19 FEB 1926  
TUE. 6 JAN 1925  
TUE 24 OCT. 1922  
FRI. 4 AUG. 1922  
FRI. 1 SEP. 1922  
FRI. 19 DEC 1924  
TUES. 5 JAN 1926  
Lloyd's Register Foundation



It is submitted that  
this vessel is eligible for  
**THE RECORD. B53.22**

X.B.—If this Report is copied by Copying Press, especial 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.

Subject to the hull being  
classed.

13/3/22

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

*Rept.*  
*Butte of*  
*No. in*  
*Reg. B*  
*577*  
*Master*