

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

SAT. JAN. 27 1923

(Received at London Office)

Date of writing Report 19 When handed in at Local Office 26/1/1923 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book. Survey held at Jan. 1923 Date, First Survey 16 Jan. Last Survey 18 Jan. 1923 (No. of Visits 3)

714/14 on the Machinery of the Wood, Iron or Steel S.S. "RIVER TEES"

Tonnage Gross 749 Net 370 Vessel built at Cowes By whom J. S. White & Co. Ltd. When 1910:10

Registered Horse Power 94 Engines made at do By whom do When

No. of Main Boilers 1 Boilers, when made (Main) 1910 (Donkey) -

No. of Donkey Boilers 0 Owners J. S. White & Co. Ltd. Port Newcastle Voyage Coastwise

Steam Pressure in Main Boilers 180 H Surveyed Afloat or in Dry Dock River Tyne

in Donkey Boilers -

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

CHARACTER, &c. for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.R., if any).
B.100 A.1.7.22		B.100 C.10.20

Last Report No. 75784 Port NWC

## Particulars of Examination and Repairs (if any) Boiler Repair

(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? Not done.

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?

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?

, 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? 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

Is the shaft now fitted new? 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?

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

At the owners request examined the back & front end seams at the bottom of this vessel boiler, found rivets & seams leaking. Two of the leaking rivets were taken out, & the landing edges of end plates & shell were found quite close, & the rivets a good fit in the holes. The leaking rivets were recaulked, the two rivets renewed, the seams recaulked & sealed by electric welding. The boiler was examined under steam & found sound & tight.

RETAIN

## 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, or L.M.C. 9.11, 140 lb., F.D., &c.)

as now seen is in a good & efficient condition & eligible in my opinion to remain as classed without fresh record of repairs.

Survey Fee (per Section 28) £

Fees applied for 26/1/1923

Special Damage or Repair Fee (if any) (per Section 28.) £ 1-1-0

Received by me, 26/1/23

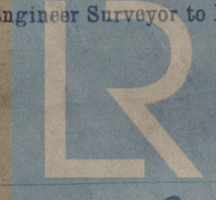
Travelling Expenses (if chargeable) £

FRI. FEB. 2 1923

Committee's Minute

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W708 + 0222

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

10m. 22. Transfer Ins.

(The Surveyor are requested not to write on or below the space for Committee's Minute.)

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

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



Boiler repaired.  
2 Ribs of shell renewed and seams  
caulked & welded.

**It is submitted that  
this vessel is eligible to  
remain as CLASSED.**

*C.A.B.*  
29/1/23

N.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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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