

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

(Received at London Office

25 FEB 1921.)

Date of writing Report _____ 10 _____ When handed in at Local Office 23/2 10 7 Port of Antwerp

No. in Reg. Book 4244 Survey held at Antwerp Date, First Survey 16 Nov 1920 Last Survey 12 Feb 1921 (No. of Visits 4)

on the Machinery of the ~~Wood, Iron or Steel~~ KATANGA (EX) KELTIER

Tonnage { Gross 5121 Net 3130 Vessel built at Liverpool By whom Wm Hunter Wigham When 1917-18

Nominal Horse Power 518 Engines made at Liverpool By whom Hutton, Leslie & Co Ltd When 1917

No. of Main Boilers 3 B Boilers, when made (Main) 1917 (Donkey)

No. of Donkey Boilers 1 Owners Bie Opereaire de Navigatie Owners' Address _____

Steam Pressure in Main Boilers 180 lb Managers _____ Port Antwerp Voyage East Africa

in Donkey Boilers 1 Surveyed Afloat or in Dry Dock Canal Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) B.S. & Engine repaired L.V.A.I

Periodical Surveys, when held, must be reported in detail and seriatim 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 dates and initials of any letters respecting this case.

CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys.	Years since last Survey expired.	Machinery and Boiler Surveys (including date of N.B., if any).
		+ L.M.C
	11.25	M.S. 3, 26
<u>d. Ant. 20-23</u>		BS 11, 25
		T.S. 10, 26

a 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 " " " "

if this was not done, state for what reasons?

if what parts of the Boilers could not be thus thoroughly examined?

to 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?

if the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? 180 lb.

if the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

if the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? , and of the Donkey Boiler?

if the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?

if the Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boiler?

if 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?

if shaft now been changed? No If so, state reasons _____

if 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?

if the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Not examined

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

Examined in P. cylinder, found same fractured half way down in bore, cylinder renewed and examined under steaming conditions.

Main boiler examined for deterioration, examined under steam and all girth nuts adjusted to 180 lb per sq"

NOTE. In accordance with the classing letter dated 14 March 1922 the boiler have been again generally examined inside & no signs of deterioration found. The boiler were completely examined in October 1926, since when the vessel has been laid up

General Observations, Opinion, and Recommendation:— This vessel's machinery so far as 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.S.M.S. 9, 11, or L.M.C. 9, 11, 140 lb., E.D., &c.)

is seen is in good condition, eligible in my opinion to remain classed with fresh record of B.S. 2, 27 instead of B.S. 10, 26 mentioned in the Antwerp report No. 14604

Fees

Fee (per Section 25) <u>B.S.</u>	£ 10.44	Fees applied for <u>23-2-1921</u>
Damage or Repair Fee (if any) <u>mach.</u>	£ 8.50	
(per Section 25.) <u>Tax</u>	£ 44.70	
Other Expenses (if chargeable)		

Received by me, John Thomas 2/4/21

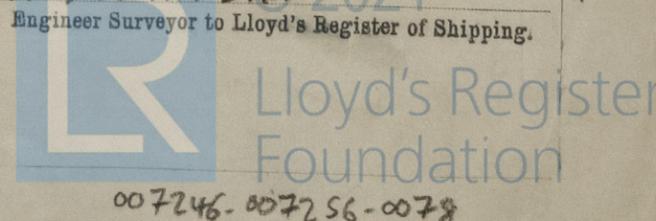
Committee's Minute _____

Signed _____

TUES. 8 MAR 1921

B.S. 2, 27

John Thomas
Engineer Surveyor to Lloyd's Register of Shipping.



Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to Antwerp Office.

B.S. due 11.26 partly red 10.26 completed
The vessel has been laid up since the boiler now
examined found not to have deteriorated
The P. cylinder found fractured and renewed

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damaged as to spread the ink, or to cause it to show through to the other side.

It is submitted that
this vessel is eligible for
THE RECORD. B.S. 2.27

LS.
4/3/27

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Foundation