

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

25 JUN 1930

(Received at London Office)

Writing Report 19 When handed in at Local Office 28/6/30 10 Port of Antwerp.

Survey held at Antwerp Date, First Survey 19 May Last Survey 19 June -19 (No. of Visits 4)

5 on the Machinery of the ~~Wood, Iron or Steel~~ 1/2 TIGRIS

Gross 2587 Vessel built at Newcastle By whom Armstrong Whitworth When 1902-1

Net 1758 Engines made at Newcastle By whom H. & A. Marine Eng. Co. Ltd When 1902

Boilers, when made (Main) 1902 (Donkey)

in Boilers J.S.B. Owners Societe Nationale Belg. de Transport Maritimes Owners' Address (if not already recorded in Appendix to Register Book.)

Key Boilers 1 Managers Armand Deppe Port Antwerp Voyage

Boilers 160 lb. If Surveyed Afloat or in Dry Dock h<sup>o</sup> 58.84 h<sup>o</sup> 59. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years and months how expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>100A1</u>		<u>L.M.C.</u>
<u>Spur dr. 4, 29</u>		<u>M. S. 7, 29</u>
<u>h<sup>o</sup> Ant h<sup>o</sup> 3-3, 20</u>		<u>B. S. 4, 29</u>
<u>h<sup>o</sup> Ant h<sup>o</sup> 2-29</u>		<u>N.T.S. 4, 29</u>

Port No. \_\_\_\_\_ Port \_\_\_\_\_

Boilers of Examination and Repairs (if any) B.S. & decking

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on damage (the cause of which must be stated) should be separated from Repairs due to other causes; and detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has services for this purpose, and why they were declined? ✓

Has a report made by anyone else? If so, by whom? ✓

Did you personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Did you personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes

Were any repairs done, state for what reasons? ✓

Were any of the Boilers could not be thus thoroughly examined? ✓

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 you examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 160 lb.

Did you examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Did you examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers? ✓

Did you examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boiler? ✓

Did you examine all the mountings of the Main Boilers? Yes and of the Donkey Boiler? ✓

Has the propeller 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 the propeller been changed? no If so, state reasons \_\_\_\_\_

Has the propeller 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?

Is the space between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/16" complete? Complete.

Vessel placed in dry dock, examined propeller, stern bush and gear connection fastenings main boiler examined internally & externally by valves and mountings boiler examined under steam and safety valves tested to 160 lb. per sq. in.

Observations, Opinion, and Recommendation:—The machinery of this vessel 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 the 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.A.M.S. 9, 11, or L.M.C. 9, 11, F.D., &c.)

As seen is in good condition, eligible in my opinion to remain as classed with fresh renewal of class.

6, 30

Repair Fee (if any) £	10.50	Fees applied for	19 30
if chargeable) £	27.80	Received by me,	19

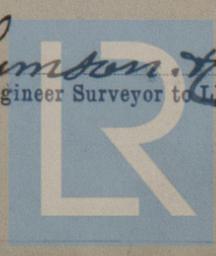
John Thomson & John Pilditch  
Engineer Surveyor to Lloyd's Register of Shipping

FRI. 4. JUL 1930

B.S. 6.30

CERTIFICATE WRITTEN.

W646-0166



Lloyd's Register of Shipping Foundation

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

John Thomson & John Pilditch office

*As due 4-30 held*

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.

*As 6-30*

*957  
30/4 30*

*RECEIVED*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Foundation