No. 11847

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

(Received at London Office .....)

MON 30 JAN 1922

of writing Report ..... 19 ..... When handed in at Local Office 28-1- 1922 Port of Antwerp.

n ook. Survey held at Antwerp. Date, First Survey and Last Survey 10-1-1922 (No. of Visits one)

g. on the Machinery of the ~~Wood, Iron or~~ Steel Twin S.S. Elisabethville. Master .....

e { Gross 2178 / Net .....

Vessel built at Hoboken By whom Sts Cie John Cockerill When 1921. (YEAR. MONTH.)

Engines made at Seraing By whom Sts Cie John Cockerill When

Boilers, when made (Main) (Donkey)

Owners Cie Belge Maritime du Congo Port Antwerp Voyage Congo.

If Surveyed Afloat or in Dry Dock City Dry Dock (State name of Dock.)

cered Power } .....

Main Boilers 6

onkey Boilers ✓

Pressure— in Boilers 215 lb

onkey Boilers ✓

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 Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
100 A.1. Shelter dk with fwd. (Class contemplated)		F.E. attached

: Report No. ..... Port .....

rticulars of Examination and Repairs (if any) Damage

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

nage 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 lined? Refd. made Was a damage report made by anyone else? If so, by whom? Mr Sons of Antwerp.

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no

" Donkey " " " ✓

was not done, state for what reasons? B.S. not due

hat parts of the Boilers could not be thus thoroughly examined? ✓

hat special means, in the absence of internal examination, were adopted by the eyor to assure himself of the thorough efficiency of those parts of each Boiler? } ✓

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

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

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

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

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

rew shaft now been drawn and examined? no. Is it fitted with continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

aft now been changed? ✓ If so, state reasons ✓

shaft now fitted new? ✓ Has it a continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

he distance between lignum vitæ of stern bush and top of after bearing of screw shaft? New.

urvey is not complete state what arrangements have been made for its completion and what remains to be done? Complete

amage stated to have been caused by the Barge "Clotilde" of Kiel, running
s vessel while at anchor in the River Scheldt near the Works of the Sts Cie John
herill at Hoboken on the 3rd January 1922.
ow done; Vessel placed in dry dock; propeller, stern bushes (aft ends) exd. & found
bronze propeller blade on port side partly broken & bent & one blade slightly bent.
broken blade has now been renewed, and the slightly bent blade has now been
red in place.

neral Observations, Opinion, and Recommendation:— The machinery of this vessel is

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.)

good condition and eligible in my opinion to be classed as contemplated
thout fwd record.

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

by Fee (per Section 28) ..... £ / /

al Damage or Repair Fee (if any) (per Section 28.) ..... £ 27.0 -

elling Expenses (if chargeable) ..... £ / /

Fees applied for 27-1- 1922

Received by me, 31-1- 1922

F. L. Rabey

Engineer Surveyor to Lloyd's Register of Shipping.

mmittee's Minute THF 7 FEB. 1922

signed See Minute on F.E. report.

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005397-005386-0206

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