

Rpt. 9.

No. 27970

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

Date of writing Report 10. 11. 1952 When handed in at Local Office 10. 11. 1952 Port of Antwerp

No in Reg. Book. Survey held at Boma (B. Congo) Date. First Survey 14-3-51 Last Survey 29-9-1951 (No. of Visits 5)

51979 on the Machinery of the ~~XXXXXX~~ or Steel ~~SS~~ Tug "ARTHUR BEBELMANS"

Tonnage Gross 73 Vessel built at Bowling By whom Scott & Sons Year. Month. When 1929 7

Net 5 Engines made at Troon By whom Ailsa S.B.Co.Ltd. When 1929

Nominal Horse Power 49 Boilers, when made (Main) 1929 (Donkey) -

No. of Main Boilers 1 SB Owners Office d'Exploitation des Transports Coloniaux. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers - Managers Port Matadi Voyage Towing Services

Steam Pressure in Main Boilers 180 lb If Surveyed Afloat or in Dry Dock Both Boma DDK & Hbr. (State name of Dock.)

in Donkey Boilers -

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking TS&LMC

(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 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 through examination at this time? Yes

" " Donkey " " "

If not, state for what reasons

What parts 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?

State latest date of internal examination of each boiler 14-3-51 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? - 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 Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? None, and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? -

Is the screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No

Is shaft now been changed? Yes If so, state reasons Liner excessively worn Has the shaft now fitted been previously used? No Has it a continuous liner? Yes

Is an approved oil retaining appliance fitted at the after end? No State date of examination of Screw Shaft 14-3-51 State the wear down in the stern bush Stern bush renewed complete

Is the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

Now Done: Vessel in Drydock - Examined Propeller after end of Stern tube - under water fastenings, sea cocks

valves opened up - Tail shaft drawn in

Examined opened up - Main Engine Cylinders - Pistons, valves & Casings - Crank, Thrust & Intermediate shafts with bearings - Attached Pumps - Condenser (tested)

All auxiliary Pumps - Pumping Arrgtg. Steam Pipes (tested to Rule Repts.) Steering Gear & windlass - Electrical installation including Steam Driven Dynamo Engine

Boiler in its entirety with doors & mountings opened up - Safety Valves afterwards adjusted under steam to above pressure

Repairs W&F - Minor repairs & renewals effected to sea cocks & Valves - Tail shaft liner excessively worn, spare oil shaft now fitted & stern bush renewed in its entirety

Tail shaft stamped Lloyds 1096. 30-12-24 L.C.D.)

Minor repairs & renewals effected to Auxiliary Pumps.

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, BS 9.11, B&MS 9.11, & LMC 9.11 or & LMC 140 lb., FD, &c.)

CS 3.34

The Machinery of this vessel in my opinion is eligible to remain as classed with fresh record LMC 6-51 & notation TS.CL. (New) 3-51.

Survey Fee (per Section 29) LMC & TS £ 2800,-

Electrical Installation £ 1400,-

Special Damage or Repair Fee (if any) £ :

(per Section 29) £ :

Travelling expenses (if chargeable) £ 604,-

Fees applied for 20-11-1951

Received by me, 4.12.1951

Committee's Minute

Signed + LMC MS 9.51 without spl. cdn.

BS 3.51

S.N. 3.51

THU 27 NOV 1952

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

010096-010102-0310 1/2

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

TUG. "ARTHUR BEMELMANS"

Electrical Installation - Dynamo - Cables & wiring - examined & tested for Insulation resistance -

All fittings on Main & Distribution Swithboards examined & on completion of minor repairs satisfactorily tested for Insulation resistance & governing.

Main Boiler - Minor caulking & E.W. repairs effected

Safety valve springs renewed & minor repairs effected to remaining mountings.

S.R.L. The Main Engine Bedplate repair now specially examined & found to continue efficient.

In view of the satisfactory character of the repair effected & its durability whilst in Service - it is submitted that the item "Ex.M.B. bedplate by 5-51 (12 mos. limit) may now be deleted.



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