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steam tug "CHERIFIEN 2".

In a letter from the Owners dated the 15th ultimo, the writer in requesting the withdrawal of the vessel's class as she is to be transferred to the Bureau Veritas, states that he believes the step is due to the last repairs carried out on the boiler at Lisbon not being carried out properly with the result that the boiler had to be unshipped for repairs now.

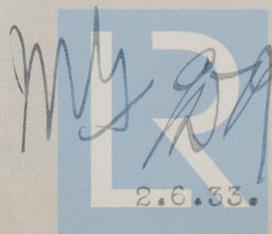
The last survey reported from Lisbon was held in August/September 1929 when the furnaces were renewed, the bottom manhole flanges repaired and the doors refitted, several tubes renewed and the boiler tested by hydraulic pressure to 170 lb. per sq. inch and found sound and tight.

The next boiler survey was held at Casablanca in 2,31 by a Surveyor appointed by Lloyd's Agents. The only repair effected ~~was~~ <sup>was</sup> the caulking of a leaky seam in the starboard furnace. The boiler was subsequently examined under steam and found tight.

The next boiler survey was held by the same Surveyor at Casablanca in February 1932. No repairs were effected to the boiler, but the bolts of a feed regulator were renewed.

In his reports of both these surveys the Surveyor recommended the continuance of the class in view of the good condition and maintenance <sup>n</sup> of the boiler.

No subsequent reports have been received, and it is therefore submitted in view of the satisfactory condition of the boiler as reported from Casablanca that the repairs carried out at Lisbon were satisfactory.



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