

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

(Received at London Office)

JUN 10 1939

Date of writing Report 5/6 1939 When handed in at Local Office 6/6 1939 Port of MarseillesNo. in 143 Survey held at Marseilles Date, First Survey 5th June 1939 and Last Survey 5th June 1939  
Reg. Book. 6938 on the Machinery of the Wood, Iron or Steel Yacht Tadorna (No. of 1 Yachts)Tonnage { Gross 234  
Net 226.25Nominal Horse Power 88No. of Main Boilers ✓No. of Donkey Boilers ✓Steam Pressure in Main Boilers ✓in Donkey Boilers ✓Vessel built at SouthamptonBy whom T. Thomycroft & Co LtdWhen 1927 8Engines made at ✓By whom HAN.When 1937Boilers, when made (Main) ✓(Donkey) ✓Owners Gustaf & Willem L.P. Miessegers.Owners' Address ✓

(if not already recorded in Appendix to Register Book.)

Port AmsterdamVoyage ✓Managers ✓If Surveyed Afloat or in Dry Dock Dry Dock

(State name of Dock.)

Marseilles Dry Dock

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned for examination	Machinery and Boiler Surveys (including date of N.B., if any).
*100 A 1 4.38		*LMC 8.37
		TS 8.37
		Oil Eng.

Last Report No. PortParticulars of Examination and Repairs (if any) Docking

(Periodical Surveys, when held, must be reported in detail and serially 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 thorough examination at this time? ✓

" " Donkey " " " " ✓

If this was not done, state for what reasons? ✓

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

Also 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 ✓

Present condition of funnel Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓

To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓

To what pressure were they afterwards adjusted under steam? ✓

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

, and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓

, and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓

, and of the Donkey Boilers? ✓

Has 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? ✓

Has shaft now been changed? ✓ If so, state reasons ✓

Has 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? ✓

State date of examination of Screw Shaft ✓

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Close fit P.S.

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? ✓

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

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

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

Now done:- Vessel placed in dry dock. Propellers all outside fastenings of the ship side injections examined

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

(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. 2,11, B.&M.S. 2,11, \* L.M.C. 2,11, or \* L.M.C. 140 lb., F.D., &c.)

\* L.M.C. 140 lb., F.D., &c.)

as now seen is in satisfactory condition & is eligible, in my opinion, to remain as classed without fresh record

Survey Fee (per Section 29)..... £ 188<sup>f</sup>

Special Damage or Repair Fee (if any)..... £

(per Section 29.)

Travelling expenses (if chargeable)..... £

Fees applied for  
6-6-39  
No. 188-  
Received by me,  
✓ 19

E. Marlborough.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

As now

TUE 27 JUN 1939

Lloyd's Register Foundation



It is submitted that  
this vessel is eligible to  
be entered as CLASSED.

29/1

24/6/39



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