

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

(Received at London Office

21 JUL 1926

Date of writing Report 19. 7. 1926 When handed in at Local Office 19 Port of Rotterdam

No. in Reg. Book. Survey held at Alphen Td Rijn Date, First Survey 28. 4. 26 Last Survey 12. 7. 1926 (No. of Visits 5)

on the Machinery of the Wood, Iron or Steel Aux. Sch. "VIGILANTER."

Tonnage { Gross Vessel built at Alphen Td Rijn By whom A. Pannevis When 1926  
Net Engines made at Reading By whom John T. Thonycroft When 1926

Nominal Horse Power { Boilers, when made (Main) (Donkey)

No. of Main Boilers Owners D. G. van Beuningen Owners' Address Rotterdam

No. of Donkey Boilers Managers Port Voyage

Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock (State name of Dock.)

in Donkey Boilers

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

CHARACTER.  
X for Special Survey.  
Date of last Survey and of  
Periodical Survey.Years  
Assigned  
to expire.Machinery and Boiler  
Surveys  
(including date of N.E., if any).

Last Report No. Port

Particulars of Examination and Repairs (if any) + LMC.

(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?

Do. " 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?

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 Boiler?

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

, and of the Donkey Boiler?

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

, and of the Donkey Boiler?

Has screw shaft now been drawn and examined? 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft?

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

Examined stern tube, screw shaft, propeller and their fastenings and found a good fit.

The Thonycroft motor No. 158. Report No. 89755 has now been placed on board, holding down bolts examined and found in order.

Pumping arrangement examined. Tested and found as per approved plan and Secretary's letters.

Oil fuel tanks fitted as per app. plans, tested as required and found tight.

All remaining requirements as per section 35 has been complied with.

London report 89755 and plans are returned herewith.

General Observations, Opinion, and Recommendation:— The machinery being satisfactory, (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, E.S. 9, 11, B. & H.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

factorially fitted and found in a good working condition when tried and all requirement of the Rules being complied with. I am of opinion that this vessel will be eligible to be recorded in the Society's Yacht Register Book with LMC 7. 26 Oil Engine

Survey Fee (per Section 25) £ 60.00

Fees applied for

19

Special Damage or Repair Fee (if any) £ 2

Received by me,

Travelling Expenses (if chargeable) £ 37.50

30 JUL 1926

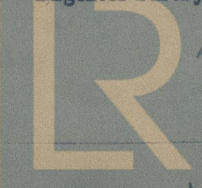
23/8/26

Committee's Minute

Assigned

+ LMC 7. 26  
Petrol Motor

for Clb' Bourne - J. J. Tetlow  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
Foundation

W320-0013

1st Entry Survey now completed.

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.

It is submitted that  
this vessel is eligible for  
THE RECORD. + LMC 7.26.  
Petrol Motor 4 SC. SA.  
6 Cy 6"-8." 29 HP.  
\$7.26.B.

A.D.  
28/7/26

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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