

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

(Received at London Office)

MON. 27 MAR. 1922

Date of writing Report 19 22 When handed in at Local Office 24-3-1922 Port of Antwerp

No. in Reg. Book. Survey held at Antwerp Date, First Survey 2 March Last Survey 31 March 1922 (No. of Visits 1)

33056 on the Machinery of the ~~Wood, Iron or Steel~~ <sup>Steel</sup> TIGHNAMARA.

Tonnage { Gross 173 Net 85 Vessel built at Greenock By whom G. Brown & Co. When 1904-6  
 Registered Horse Power 20 Engines made at Glasgow By whom Geo. Anderson & Co. When 1904  
 No. of Main Boilers 1 S.B. Boilers, when made (Main) 1904 (Donkey) ✓  
 No. of Donkey Boilers ✓ Owners Tighnamara S.S. Co. Ltd. Port London Voyage London.  
 Steam Pressure in Main Boilers 120 lb. ✓ Surveyed ~~at~~ in Dry Dock City Dry dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

## Particulars of Examination and Repairs (if any)

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.

CHARACTER. For Special Survey. Date of last Survey and of Periodical Surveys.	Year and Month when expired.	Machinery and Boiler Surveys (including date of N.B., if any).
A-2.22		L.M.C.
W.F. Bd 6-20		MS 222 6-20
S. L. 3-9-16		B.S. 105 21
S. L. 1-20		T.S. 3-22

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? *made out* 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? *no*  
Do. " Donkey " " " *no*

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? *Yes* Is it fitted with continuous liner? *Yes* Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has shaft now been changed? *no* If so, state reasons ✓

Is the shaft now fitted new? *no* 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? *Good fit.*

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

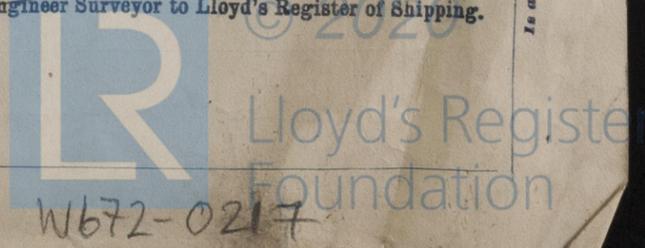
*Damage stated to have been caused on the 2<sup>nd</sup> March 1922 by propeller striking some submerged object whilst on the voyage from London to Antwerp.*  
*Vessel placed in dry dock, examined propeller, stern bush, tail shaft & sea connection fastenings.*  
*how done: Propeller removed, tail shaft drawn and intermediate & tail shaft put in lathe for examination crank shaft stripped & examined. Stern bush unwooded and new propeller fitted.*

General Observations, Opinion, and Recommendation:— *This vessel's machinery*  
(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.)  
*to far as seen is in safe condition, eligible in my opinion to remain as classed with fresh record of T.S. 3, 22*

Survey Fee (per Section 28).....	£		Fees applied for 24-3-1922 Received by me, 19
Special Damage & Repair Fee (if any)..... (per Section 28.)	£	3 12	
Travelling Expenses (if chargeable).....	£		

*John Thumson*  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. MAR. 31 1922 TUE. JAN. 9 1923  
Assigned *As now* TUE. OCT. 30 1923 FRI. 21 DEC. 1923



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

Damage through striking submerged  
object propeller removed screwshaft  
down and shafting examined

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 to  
remain as **CLASSED**.

S. 3. 22

*[Signature]*  
29/3/22

RECEIVED

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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