

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

(Received at London Office

TUE. FEB. 2 - 1915

Date of writing Report 30 January 1915 When handed in at Local Office 19 Port of Bordeaux  
 No. in Reg. Book Survey held at Lormont and Bordeaux Date, First Survey 18 January Last Survey 26 January 1915  
210 on the Machinery of the Wood, Iron or Steel Sc. Ir. "Tangestan" Master Jap. D. Edmunds  
 Tonnage { Gross 3238 Vessel built at H. Hartlepool By whom W. Gray and Co. Lim. When 1906-10  
 Net 2393 Engines made at Newcastle By whom N. Z. Marine Co. Lim. When 1906  
 Registered { 341 N.Y. Boilers, when made (Main) 1906 (Donkey) 1906  
 Horse Power {  
 No. of Main Boilers (E.D.) 2 Owners Stock line Ltd. F.C. Stock and Co. Ltd. (Manager) Port Avancea Voyage Carch. Mar. 1915  
 No. of Donkey Boilers 1 If surveyed Afloat or in Dry Dock Chambre de Commerce Bordeaux Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 Steam Pressure in Main Boilers 180 lbs. in Donkey Boilers 90 lbs. and on the river Lormont

Last Report No. 11158 Port Hartlepool NYK  
 Particulars of Examination and Repairs (if any) 4 M.C. Certificate

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? Yes Was a damage report made by anyone else? If so, by whom? Yes

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Do. " Donkey " " " " Yes

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

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

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? Yes

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 90 lbs.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes , and of the Donkey Boiler? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? Yes , and of the Donkey Boiler? Yes

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

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? Yes or two liners? Yes or is it without liners? Yes

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

Is the shaft now fitted new? Yes Has it a continuous liner? Yes or two liners? Yes or is it without liners? Yes

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Yes

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

at owners representative's request, proceeded on board steel Sc. Ir. "Tangestan" lying

float in wet docks, Chambre de Commerce, Bordeaux, to carry out the necessary survey for an

4 M.C. Certificate.

Machinery: entirely disconnected and overhauled; surveyed and found: all cylinders, pistons, I. and P. slides in

good condition, H.P. piston valve found slack to be readjusted at owners convenience. Crank shaft, thrust shaft, etc.

shafts, fed, air, circulating pumps, bilge suction etc. in good condition. Tail end shaft not drawn out to be surveyed

at owners convenience, together with all sea connections and propeller fastenings.

H.P. main boilers - and donkey boiler: surveyed internally and externally and found in good condition at

the exception of a stay in forward boiler supporting combustion chamber back plate on level with bridge which was

renewed to the undersigned's satisfaction. All mountings and fittings, and fan in good working condition. Safety valves

adjusted under steam, those of main boilers to H.P. = 180 lbs.; those of donkey boilers to H.P. = 90 lbs.

Herewith annexed, Copy of Certificate Form B delivered at the request of Jap. Edmunds, Com.

General Observations, Opinion, and Recommendation: - The machinery, main and donkey boilers

(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.S. 9, 11, or S.E.M. 9, 11, 140 lb., E.D., &c.)

Sc. Ir. "Tangestan" being now in the undersigned's opinion in good and safe working condition

are respectfully suggested to "The Committee" for a favourable consideration as being worth of the

following notifications in Lloyd's Register Book: B.S. 1, 15; and +L.M.C. 1, 15 subject to the

H.P. piston valve found slack being readjusted, the tail end shaft being surveyed at owners convenience

Survey Fee (per Section 78) £ 6 : 15 : Fees applied for

Special Damage or Repair Fee (if any) £ " : " : Jan 1915

Travelling Expenses (if chargeable) £ " : 2 : Received by me, 26 Jan 1915

Committee's Minute FRI. FEB. 5 - 1915

Assigned Deferred for

Comp. of N. 2

Comp. of N. 2

Comp. of N. 2

Comp. of N. 2

Comp. of N. 2

Comp. of N. 2

Comp. of N. 2

Comp. of N. 2



B due 3. 15 now held  
S S 102 due 10.14 partly held  
re put. to be completed at 10.14

W.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.

Convenient Opportunity.  
Screw shaft survey due 10.14  
It is submitted that  
this vessel is eligible for  
**THE RECORD. 35. 1. 15**

It is submitted that this  
vessel WILL BE eligible for  
the record. + LMC. 1. 15  
When the screw shaft, <sup>pumps, Condenser & the</sup> ~~bits~~  
sea connection have  
been examined & the  
HP piston valve  
made good.

E.H.  
4.2.15

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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