

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

(Received at London Office)

MAR 11 1938

Date of writing Report 9<sup>th</sup> March 1938 When handed in at Local Office 10 Port of Amsterdam  
 No. in Survey held at Amsterdam Date, First Survey 25<sup>th</sup> Jan: Last Survey 8<sup>th</sup> March 1938  
 Reg. Book. on the Machinery of the Wood, Iron or Steel Stm "TERNEUZEN" (No. of Visits 10)  
 Tonnage Gross 2472 Vessel built at Greenock By whom G. Brown & Co When 1922-3  
 Net 1478 Engines made at Greenock By whom J. G. Fairclaid & Co. Ltd When 1922  
 Nominal Horse Power 258 Boilers, when made (Main) 1922 (Donkey) 1922  
 No. of Main Boilers 2 1/2 Owners Alfred Harris Smith Owners' Address 108 Fenchurch Street, London E.C.3  
 No. of Donkey Boilers 1 Managers ✓ Port London Voyage ✓  
 Steam Pressure in Main Boilers 180 lb If Surveyed Afloat or in Dry Dock Dry dock  
 in Donkey Boilers 100 lb (State name of Dock.) Ned. Dok Mij

Last Report No. Port

## Particulars of Examination and Repairs (if any) LMC - T.S.

(Periodical Surveys, when held, must be reported in detail and verbatim 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. 11.8.38 30

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? Yes

" " Donkey " " " Yes

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

And what parts of the Boilers could not be thus thoroughly examined? All parts 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 Main boilers 1/2; Donkey boiler 16/2 Present condition of funnel(s) good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 100 lb

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 100 lb

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

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? Yes , and of the Donkey Boilers? Yes

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 an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

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 1/2 State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft unreared

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

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

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

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

Vessel placed in drydock. Screw shaft examined and found in order. Propeller stern bush and fastenings examined and found in order. Sea cocks valves and fastenings examined and found in order.

Examined the cylinders pistons slide valves and steam chests and found in order.

Examined the crank thrust and sunnel shafting and found in order. Journals and crankpin of the S.P. crank are unreared.

Please see cont. report.

General Observations, Opinion, and Recommendation: The machinery is now

(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, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

in a good condition. I am of opinion that this vessel is eligible to be recorded in the Society's register book with + LMC 3-30 and notation of T.S. seen 2-30

Survey Fee (per Section 20) £ : : Fees applied for  
 Special Damage or Repair Fee (if any) £ : :  
 Travelling expenses (if chargeable) £ 11.50 Received by me, 21.3 19 38  
 Committee's Minute TUE 15 MAR 1938  
 Assigned + Lmb. 3.38

CERTIFICATE WRITTEN.

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation

007947-007957-0152



## S.S. "Terneuzen"

Fractured foot of the M.P. ahead column is repaired as recommended and now in order.

Examined the air, circulating, feed, bilge, ballast, general service and donkey feed pumps and found or made in order.

Examined the dynamo engine and found in order.

Examined the valves cocks pipes etc. of the pumping arrangement and found or made in order.

Electric Installation overhauled examined and tested on completion of the repairs and found in order.

Tested the Mainsteam pipes and found or made in order. one steam pipe which found cracked is renewed.

Examined the two Mainboilers internally and externally their mountings and Safety valves and found or made in order.

In Port boiler are 67 screws stays, 8 stay tubes, one plain tube and 8 rivets renewed. The wasted places round screws stays and on the furnaces in way of fire bar line are build up by E. Welding.

In Starboard boiler are 90 screws stays, 3 stay tubes and 12 rivets renewed. The wasted places round screws stays and on the furnaces in way of fire bar line are build up by E. Welding.

Legging on both boilers is renewed.

Examined the Donkey boiler internally and externally its mountings and Safety valves and found in order. One defective tube is renewed.

Examined the machinery in working condition and found satisfactory.

J. Gray