

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

(Received at London Office 7 JAN 1937)

Date of writing Report: 3-1-1937 When handed in at Local Office 19 Port of Rotterdam

No. in Reg. Book. Survey held at Rotterdam Date, First Survey 10.12.36 Last Survey 21.12.1936 (No. of Visits 5)

55089 on the Machinery of the Wood, Iron or Steel P/S. TERNEUZEN

Tonnage Gross 2472 Net 1478 Vessel built at Greenock By whom G. Brown & Co When 1922

Nominal Horse Power 250 Engines made at 1 By whom J. Smeyers & Co Ltd When 1922

No. of Main Boilers 2 Boilers, when made (Main) 1922 (Donkey) 1922

No. of Donkey Boilers 1 Owners Lensen Shipping Ltd Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 100 lb Managers C. A. Lensen Port London Voyage

in Donkey Boilers 100 lb If Surveyed Afloat or in Dry Dock P. Book Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port Particulars of Examination and Repairs (if any) Dam & BS

(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.)

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 Not required

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

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 opened out

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 18.12.36 DB 21.12.36 Present condition of funnel Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? Not adjusted

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? Not adjusted

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? None, and of the Donkey Boiler? None

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? 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? No

Has shaft now been changed? No 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 17.12.36 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Rewooded

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Safety valves of main and donkey boilers to be adjusted, this will be done on the vessel's return from her present voyage

This vessel is reported to have been aground.

Vessel placed on pontoons, screw shaft drawn, examined, found liner badly scored, liner was removed, shaft examined and new liner fitted

Propeller, stern tube and fastenings good. Sea-cocks and valves examined & good

Pumps and condenser examined and tested, circulating pump bucket unruined and liner bowed out. Bilge pump plungers shimmed up

Ballast pump opened up, examined and thoroughly overhauled.

H.P. piston rod shimmed up in lather gland bush & packing renewed

Main & Donkey boilers examined internally and externally, their mountings and safety valves and found in order.

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

in order and I am of opinion that this vessel is eligible to remain or be classed with notation of T.S. 12.36 on fresh record of B.S. 12.36 upon completion

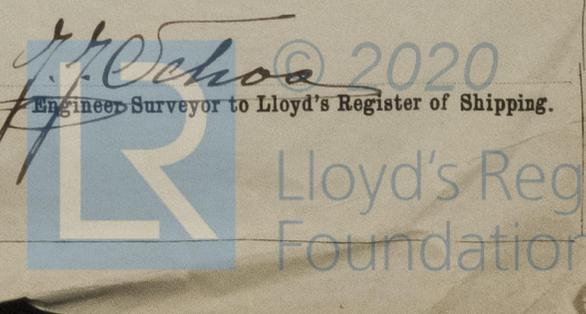
Survey Fee (per Section 29) £ 50.00 Fees applied for 5.1.1937

Special Damage or Repair Fee (if any) (per Section 29.) £ 80.00 Received by me, 19

Travelling expenses (if chargeable) £ 4.00

Committee's Minute Assigned Defered

TUE. JAN 19 1937 FRI 2 APR 1937 FRI 30 APR 1937



If so, is the Report sent now, or when will it be sent?

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

L10-556500-576500