

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

(Received at London Office)

APR 17 1940

16 APR 1940

Date of writing Report 19 When handed in at Local Office 19 Port of **HULL**

in Survey held at **Hull** Date, First Survey **3. 4. 40** - Last Survey **9. 4. 1940**
Book. **381** on the Machinery of the **Wood, Iron or Steel** **K. TERVANI** (No. of Visits **3**)

Age { Gross **409** Net **185** Vessel built at **Beverley** By whom **Book, Walton & Gemmell Ltd** When **1930** Month **11**
Engines made at **Hull** By whom **C. D. Holmes & Co Ltd** When **1930** Month **11**
Main Power { **104** Boilers, when made (Main) **1930** (Donkey)
Main Boilers **One** Owners **Hennrichsen & Co Ltd** Owners' Address (if not already recorded in Appendix to Register Book.)
Donkey Boilers **Nil** Managers **Hull** Voyage **Hull**
Main Boilers **210 lb** If Surveyed Afloat or in Dry Dock **afloat - St Andrew Dock** Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. (For Special Survey Date of last Survey and of Periodical Surveys.)	Years since last survey.	Machinery and Boiler Surveys (including date of N.B., if any).
*100 A1 - STM		*LMC 8-34
TRAWLER 8-38		B.S. 8-38
S.S. Hull. N°1-34		T.S. cl. 1-38

Report No. _____ Port _____
Particulars of Examination and Repairs (if any) **LMC & B.S.**

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has referred his services for this purpose, and why they were declined.
Has a damage report made by anyone else? If so, by whom?
Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? **no**

Was a Donkey boiler examined?
If not done, state for what reasons? **previously examined**

What parts of the Boilers could not be thus thoroughly examined?
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?

What is the latest date of internal examination of each boiler? Present condition of funnel(s) **efficient**

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? **210 lbs/sq**

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 Boilers?

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? and of the Donkey Boilers?

Has the 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 the 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 date of examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Are engine parts, when referred to by numbers, should be counted from forward? Is electric light and/or power fitted? **yes**

Did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? **no**

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

insulation resistance of the electrical installation requires to be tested, Owners Supt states this will be done at first convenient opportunity.

now done

Main and auxiliary machinery pumps and pumping arrangements, steering engine and windlass examined under working conditions and found satisfactory.

Boiler examined under steam and the safety valves adjusted above stated pressure.

General Observations, Opinion, and Recommendation:— **The machinery of this vessel as far as now seen, is in an efficient condition, and eligible in my opinion to remain as classed, to have record of B.S. 7-39 as previously recommended, and *LMC.M.S. 10-39 on completion of survey.**

Fee (per Section 29) £ : : Fees applied for _____
Damage or Repair Fee (if any) (per Section 29.) £ : : _____
Expenses (if chargeable) £ : : _____
Received by me, _____
Committee's Minute _____
Signed _____
Date **20 APR 1940**
Deferred
B.S. 7-39

John Douglas
Engineer Surveyor to Lloyd's Register of Shipping.



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

Is a Certificate required? If so, to be sent to