

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

16 APR 1940

(Received at London Office)

APR 17 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
 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 **Lock, Walton & Gemmell Ltd** When 1930 11
 Engines made at **Hull** By whom **C. D. Holmes & Co Ltd** When 1930 11
 Boilers, when made (Main) 1930 (Donkey)
 Owners **Hennrichsen & Co Ltd** Owners' Address (if not already recorded in Appendix to Register Book.)
 Managers **Hull** Port **Hull** Voyage
 If Surveyed Afloat or in Dry Dock **afloat - St Andrew DK** Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port

Particulars of Examination and Repairs (if any) **1st LMC & B.S.**

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on 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 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 offered 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**

Donkey " " " " " "

Was 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?

Latest date of internal examination of each boiler Present condition of funnel(s) **efficient**

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

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

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

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

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

How 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 shaft now been changed? If so, state reasons

Has 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?

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

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

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

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

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.

Man and auxiliary machinery, pumps and pumping apparatus, 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 is 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.E.M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)
CS 3, 34,
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 L.M.C. M.S. 10.39 on completion of survey.

Fees applied for
 19
 Received by me,
 19

Committee's Minute
 26 APR 1940
Deferred

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

Lloyd's Register Foundation

W221-0010