

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

(Received at London Office)

FEB 23 1938

Date of writing Report 12-2-1938 When handed in at Local Office 22-2-1938 Port of Leith

No. in Reg. Book. 37876 Survey held at Burntisland Date, First Survey 20-12-37 Last Survey 9-2-1938 (No. of Visits 5)

on the Machinery of the ~~Wood, Iron or Steel~~ **"TERRYMORE"**

Tonnage } Gross _____ Vessel built at Burntisland By whom Burntisland J. B. Co. Ltd. When 1938
 Net _____ Engines made at Sunderland By whom Wm. Foxford & Sons, Ltd. When _____
 (Donkey)

Nominal Horse Power } _____ Boilers, when made (Main) _____
 No. of Main Boilers _____ Owners Mc. Bowen & Frost, Ltd. Owners' Address _____
 (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers _____ Managers _____ Port London Voyage Sunderland
 Steam Pressure in Main Boilers _____
 in Donkey Boilers _____

Surveyed Afloat or in Dry Dock On Stocks Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) Fitting out.

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

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?

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

And what parts of the Boilers could not be thus thoroughly 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 _____ Present condition of funnel(s) _____

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

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 Boiler? _____

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

Has 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 shaft now been changed? _____ 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 _____ 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? _____

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

The sea-cocks and valves have been efficiently fitted in place and the stern frame has been bored out and the stern tube & bush fitted.
The steam heating pipes in oil fuel double bottom tanks have been tested by hydraulic pressure to 250 lbs/sq. in and found tight. The bilge suction pipes passing through deep tank have also been tested.
The vessel is being towed to Sunderland to have the engines & boilers fitted onboard and the survey will be completed at that port. Surveyors advised.
The dates of survey are as follows:-
Stern frame bored out & sea connections fitted 6-1-38.
Stern tube & bush fitted 13-1-38
Tested steam heating coils in oil fuel tanks 24-1-38.

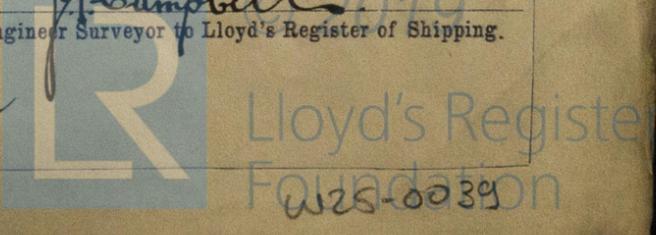
General Observations, Opinion, and Recommendation:— The above information is forwarded for
 (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.C.M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)
the consideration of the Committee.

Survey Fee (per Section 29).....	£ : :	Fees applied for	_____
Special Damage or Repair Fee (if any) (per Section 29.).....	£ : :	19	_____
Travelling expenses (if chargeable).....	£ : :	Received by me,	_____
		19	_____

Committee's Minute
 Assigned No action

WED. 20 APR 1938
 See Lth 26 19520

J. Campbell
 Engineer Surveyor to Lloyd's Register of Shipping.



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

1-3-38

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