

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

14 JUN 1934

(Received at London Office

15 JUN 1934

Date of writing Report

19

When handed in at Local Office

19

Port of

No. in Reg. Book.

Survey held at

Hull

Date, First Survey 22/5/34 Last Survey 12/6/1939

(No. of Visits

6

16285 on the Machinery of the Wood, Iron or Steel

S.K. "Tervani"

Tonnage { Gross 394
Net 174

Vessel built at Beverley

By whom Cook, Welton & Gemmell, Ltd. When 1925-12

Engines made at Hull

By whom Amos & Smith, Ltd. When 1925

Nominal Horse Power { 998H

Boilers, when made (Main) 1925

(Donkey)

No. of Main Boilers 158

Owners Henriksen & Co., Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port Hull

Voyage

No. of Donkey Boilers

Steam Pressure in Main Boilers 200 lb.

in Donkey Boilers

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

St Andrews Dock
ALNER Slipway

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.	Year added now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100A1.		* LMC. 7.29
Stm. Trawler.		B.S. 6.33
12, 133.		CL. 6.33
S.S. Hul. No. 1-29.		
* See S.R. List		

Last Report No. Port

Particulars of Examination and Repairs (if any) LMC (Compln)

(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

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?

" " Donkey " " "

If this was not done, state for what reasons?

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

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? 200 lbs.

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? No 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 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 16

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete. See also Hul Rpt 43795

Now done:-

Vessel placed on slipway. The propeller, sternbush and all outside fastenings examined.

H.P., M.P., & L.P. cylinders, pistons, valves & casings, condenser, crank, thrust and inter shafts, main and aux pumps opened up, examined and found or placed in good order. Pumping arrangements and electric lighting installation examined and tested under working conditions.

Main boiler examined throughout, with safety valves, doors & mounting. All found in good order & the safety valves adjusted as above. Steam dome fitted to boiler in accordance with the approved plan enclosed. The boiler being tested after adjustment to 300 lbs per sq. in. & found good. P.T.O.

General Observations, Opinion, and Recommendation:—The machinery of this vessel, as far as seen, is in safe working condition, eligible in my opinion to remain as cleared, with fresh record of + LMC. 6.34

Survey Fee (per Section 19) £ 7 : 0 : 0

Special Damage or Repair Fee (if any) £ 2 : 2 :

Travelling expenses (if chargeable) £ :

Fees applied for

14 JUN 1934

Received by me

3.8 1934

Committee's Minute TUE. 26 JUN 1934

Assigned

+ dm 6.34

FRI. 8 FEB 1935

Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W61-0125

L. Tervani (Continued)

As it may be decided later on to fit superheaters to this vessel, a cast steel stop valve & solid disc on steel steam pipe have now been fitted. Both of these have been satisfactorily tested to 600 lbs per sq. in.

Wm. H. H.

N.B. - If this Report is copied by copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

14001 27
Starboard
12.00
P.S. H. 1/4 H. 2.2

* See 8. 1. 1. 1.

Now done:-
Vertical flange on top of the propeller, stern and
outside fastenings examined.
H.P. M.P. & P. valves, pistons, valves & bearings, condenser and
and water shafts, main and aux pumps opened up, examined
and found or tested in good order. Pumping arrangements
electric lighting installation examined and tested under working
conditions.

Examined transverse, with safety valves, down & winding up.
First row & the safety valves adjusted as order. Then some fitted & tried in
connection with the apparatus from engine. The trial being done
P.T.O. 9.7.0. The machinery of this vessel:
The machinery of this vessel is in safe working condition, capable in my opinion to
as shown, with that record of 14 M.C. 6.34

27/10/12

It is submitted that this vessel is eligible for the RECORD.

No 9 and 12-32 held

