

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 HULL

No. in Reg. Book 16285 Survey held at Hull Date, First Survey 22/5/34 Last Survey 12/6/1939
(No. of Visits 6)
on the Machinery of the Wood, Iron or Steel S.S.K. "Tervani"

Tonnage { Gross 394 Vessel built at Beverly By whom Coch Welton & Gemmell, Ld. When 1925-12
Net 174 Engines made at Hull By whom Amos & Smith, Ld. When 1925

Nominal Horse Power { 992H Boilers, when made (Main) 1925 (Donkey) _____
No. of Main Boilers 1 SB Owners Henriksen & Co, Ld. Owners' Address _____
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers _____ Managers _____ Port Hull Voyage _____
Steam Pressure in Main Boilers 200 lb. If Surveyed Afloat or in Dry Dock St Andrews Dock ALNER Slipway.
(State name of Dock.)

in Donkey Boilers _____ Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) LMC (Compl)
(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? _____

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

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 Hull Rpt 43795

Now done:-
Vessel placed on slipway. The propeller, sternbush and all outside fastenings examined.

HP, MP, & LP 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 alteration to 300 lbs per sq. & found good. P.T.O.

General Observations, Opinion, and Recommendation:—The machinery of this vessel, as far

(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, or L.M.C. 9,11, 140 lb., F.D., &c.)
as now seen, is in safe working condition, eligible in my opinion to remain as cleared, with fresh record of + L.M.C. 6.34

Survey Fee (per Section 29) £ 7 : 0 : 0 Fees applied for 14 JUN 1934
Special Damage or Repair Fee (if any) (per Section 29.) £ 2 : 2 : -
Travelling expenses (if chargeable) £ _____ Received by me 3-8-34

Committee's Minute TUE. 26 JUN 1934 FRI. 8 FEB 1935

Assigned + dm 6.34

Signature: W.B. Edwards Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation W61-0125

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

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

St. Termini (Continued)

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

Wm. [Signature]

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. Hull No. 29

* See S. 1. 1. 1.

No

Now done:-
H.P. M.P. & P. valves, pistons, valves & bearings, condenser cover and the rest and water shafts, main and sea pumps opened up, commencing at front or back in good order. Pumping arrangements were tested under working conditions. The machinery of this vessel:- The machinery of this vessel, with super heaters, with safety valves, was examined and found to be in good order. The boiler was examined and found to be in good order. The engine was examined and found to be in good order. The condenser was examined and found to be in good order. The pumps were examined and found to be in good order. The valves and bearings were examined and found to be in good order. The pistons were examined and found to be in good order. The bearings were examined and found to be in good order. The condenser cover was examined and found to be in good order. The sea pump was examined and found to be in good order. The main pump was examined and found to be in good order. The water shafts were examined and found to be in good order. The front or back in good order. Pumping arrangements were tested under working conditions. The machinery of this vessel, with super heaters, with safety valves, was examined and found to be in good order. The boiler was examined and found to be in good order. The engine was examined and found to be in good order. The condenser was examined and found to be in good order. The pumps were examined and found to be in good order. The valves and bearings were examined and found to be in good order. The pistons were examined and found to be in good order. The bearings were examined and found to be in good order. The condenser cover was examined and found to be in good order. The sea pump was examined and found to be in good order. The main pump was examined and found to be in good order. The water shafts were examined and found to be in good order. The front or back in good order. Pumping arrangements were tested under working conditions.

[Signature]
27/11

No 9 and 1232 held

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



IF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.