

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

(Received at London Office)
 Writing Report 15-10-1952 When handed in at Local Office 15-10-1952 Port of **CAPE TOWN**
 held at **Cape Town** Date, First Survey 9-5-52 Last Survey 2-10-1952
 (No. of Visits 7)

Machinery of the ~~Wood, Iron or Steel~~ **Steam Whaler "EUGENE VINKE" (A.M.10)**
 Vessel built at **Aberdeen** By whom **Hall & Co. Ltd.** Year 1941 Month 5
 Engines made at **- do -** By whom **- do -** When 1941
 Boilers, when made (Main) 1941 (Donkey) -
 Owner **N.V. Nederlandse Maats voor de Walvischvaart** Owner's Address (if not already recorded in Appendix to Register Book.)
 Managers **Vinke & Co.,** Port **Amsterdam** Voyage -
 If Surveyed Afloat or in Dry Dock **Both** Particulars of Classification (which must be inserted precisely as in Register Book and Supplements.)
 (State Name of Dock.) **Sturrock Dry Dock, Cape Town.**

* CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
B.S. * 10,51, Ctn.		MBS * 10,48
Whaling purposes		Blr. S.6,51
S.S. Rot. 10,48		msp 10,48
A.S. 10,51 <i>Fitted for O.F.</i>		CL 7,51

Port **DRYDOCKING AND T.S. AND B.S.**

When held, must be reported in detail and serially 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 led in the body of the Report, should be briefly summarised at the end of the report. State also the of any letters respecting this case.

If the Surveyor has not made a special damage report, he is required to state whether he offered his purpose, and why they were declined.

made by anyone else? If so, by whom? **Yes**

usually go inside each Main Boiler separately and make a thorough examination at this time? **Yes**

usually go inside each Donkey Boiler separately and make a thorough examination at this time? **-**

state for what reasons? **-**

Boilers could not be thus thoroughly examined? **-**

Tests, in the absence of internal examination, were adopted by the Surveyor himself of the thorough efficiency of those parts of each Boiler? **-**

Internal examination of each boiler **Both 30-5-52**

Examine the Safety Valves of the Main Boiler? **Yes**

Examine the Safety Valves of Donkey Boiler? **-**

Examine all the manholes, doors and their fastenings of the Main Boilers? **Yes**

Examine the drain plugs of the Main Boilers? **-**

Examine all the mountings of the Main Boilers? **Yes**

Have been drawn and examined? **Yes** Is it fitted with continuous liner? **Yes**

Have been changed? **No** If so, state reasons **-**

Have been previously used? **-** Has it a continuous liner? **-**

Notation of Screw Shaft **20-5-52** State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft **.018"**

Is electric light and/or power fitted? **Yes**

Examine the generators, motors, switchgear, cables and fuses? **Not Exd.**

Resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? **Not Tested**

Complete, state what arrangements have been made for its completion and what remains to be done? **COMPLETE.**

OR DRYDOCKING AND T.S:

placed in Dry Dock, tailshaft drawn, tailshaft, propeller and sternbush with fastenings

found or placed in good condition.

connections opened up, same with their fastenings examined and found good.

B.S:

Boilers examined internally and externally, together with safety valves, mountings, man-

holes and fastenings, and all found or placed in good condition.

Safety valves afterwards adjusted under steam to lift at 225 lbs per square inch.

Oil burning installation and steam smothering arrangements examined and tested under

conditions and found good.

Observations, Opinion, and Recommendation: -

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 * alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.; thus, for example, B.S. 9,11, B. & M.S. 9,11, * L.M.C. 9,11, or 140 lb., F.D., etc.)

§ 3,34.

Machinery of this vessel is in good condition and eligible, in my opinion, to remain as

and have the record of Blr.S.5,52, and the Notation of Tailshaft (CL) seen 5,52.

/OVER

Section 29) £30-15-0

Special Damage or Repair Fee (if any) £

Travelling expenses (if chargeable) £19-0

Committee's Minute

Assigned

THURS 13 NOV 1952

Blr.S 5,52

S.5,52

Fees applied for
 7-10-1952
 Received by me,
 19

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation

ANNUAL SURVEY:

Main Engine and Auxiliary Machinery further examined externally and under working conditions and found satisfactory.

REPAIRS W & T:

Sternbush rewooded, worn.

FORWARD BOILER:

A number of slightly leaking tubes expanded.

AFT BOILER:

One stay tube in centre combustion chamber renewed, badly pitted.

A number of slightly leaking tubes expanded.

EVAPORATOR:

Column for heating coils renewed, corroded.

All the above repairs have been satisfactorily carried out.

H. M. Lane

Survivor examined

It is submitted that this vessel is eligible for THE RECORD. B.L.S. 572

5(4) 572

Encl 11/11/52



© 2020

Lloyd's Register
Foundation