

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

(Received at London Office)

MAY -1 1941

Writing Report 30th Oct. 19 40 When handed in at Local Office 30th Oct. 19 40 Port of SHIMONOSEKI

Survey held at SHIMONOSEKI Date, First Survey 14th Oct. Last Survey 28th Oct. 19 40
(No. of Visits 3)

on the Machinery of the ~~Wooden~~ Steel Single Screw Steamer "VICTOR LOCK"

Gross 5030 Vessel built at Seattle, Wash By whom Seattle Const. & D.D.Co. When 1918 6
 Net 3665 Engines made at Seattle, Wash By whom Seattle Const & D.D.Co. When 1918
 Tonnage 472 Boilers, when made (Main) 1918 (Donkey) /
 Main Boilers 3 Owners G.E.Marden Owners' Address /
 Donkey Boilers / Managers wheelock & Co. Port Shanghai Voyage /
 Pressure in Boilers 190 lbs If Surveyed Afloat or in Dry Dock both.
 (State name of Dock.) Mitsubishi nikoshima Dock

Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Docking & BS.

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 damage (the cause of which must be stated) should be separated from Repairs due to other causes; and 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.

In cases where the Surveyor has not made a special damage report he is required to state whether he has declined his services for this purpose, and why they were declined /

Has a special damage report been 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? Yes

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

Were parts of the Boilers which could not be thus thoroughly examined examined by 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? /

What was the date of internal examination of each boiler? 14th October 1940 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 190 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? Yes and of the Donkey Boilers? /

Did the Surveyor examine the drain plugs of the Main Boilers? / and of the Donkey Boilers? /

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? /

Has the 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 the 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? /

What was the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 3/16"

Are the parts, when referred to by numbers, should be counted from forward? / Is electric light and/or power fitted? Yes

Were the generators, motors, switchgear, cables and fuses examined? / Is the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? /

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

Remarks:- Vessel placed in dry dock, propeller, aft end of stern bush, sea cocks & valves with their shell fastenings, examined and found in good condition.

Engine partly opened up for survey, All cylinders, pistons, valves, foremost crank journal condenser and pumps examined and found or now placed in good condition.

The 3 Main boilers were examined over all parts with doors, mountings and safety valves and found or now placed in good condition.

Safety valves adjusted under steam as stated above on the 28th October 1940.

Due to wear & tear:- HP slide rings and MP slide valve balance piston proper renewed.

Foremost crank journal top brass remetalled. After feed pump water cylinder liners renewed. Several condenser tubes renewed. Port Boiler:- centre furnace crown cracked (3) crack cut out and Elec.welded. S.Boiler:- 2 fractured small stays renewed. O.Boiler:- 23 common tubes renewed. Other minor repairs and adjustment effected.

General Observations, Opinion, and Recommendation:-

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, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

The machinery and boilers of this vessel, are in good condition and eligible in my opinion to be classed as classed with fresh record of BS, 10, '40.

Signature of Surveyor: M. Kamakura

Date: TUE. 13 MAY 1941

Signature of Shipowner: BS 10.40

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

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



