

## REPORT OF SURVEY FOR REPAIRS, &amp;c., OF ENGINES AND BOILERS

(Received at London Office

29 NOV 1948

Date of writing Report 26-11-48 When handed in at Local Office 26-11-48 Port of Antwerp  
 No. in Survey held at Antwerp Date First Survey 3-9- Last Survey 18-10-1948  
 Reg. Book 76983 on the Machinery of the Wood, Iron or Steel 4 Mast M. "VIKING" (No. of Visits 7)  
 Tonnage { Gross 2670 Vessel built at Copenhagen By whom M. Bernersten Wain When 1907 Month 6  
 Net 2154 Engines made at \_\_\_\_\_ By whom \_\_\_\_\_ When \_\_\_\_\_  
 Nominal \_\_\_\_\_ Boilers, when made (Main) \_\_\_\_\_ (Donkey) \_\_\_\_\_  
 Horse Power \_\_\_\_\_ Owners G. Erikson Owners' Address \_\_\_\_\_  
 No. of Main Boilers \_\_\_\_\_ (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers \_\_\_\_\_ Port Antwerp Voyage \_\_\_\_\_  
 Steam Pressure \_\_\_\_\_ Managers \_\_\_\_\_  
 in Main Boilers \_\_\_\_\_  
 in Donkey Boilers 105 lb If Surveyed Afloat or in Dry Dock Both - No 4 City Dock, Ant.  
 (State name of Dock.)

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Eng. - Antwerp S. B. DRS.

(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? Yes

" " Donkey " " Yes

If not, state for what reasons \_\_\_\_\_ What parts of the Boilers could not be thus thoroughly examined? \_\_\_\_\_

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 7-10-48

Present condition of funnel Good

Did the Surveyor examine the Safety Valves of the Main Boilers? \_\_\_\_\_ To what pressure were they afterwards adjusted under steam? \_\_\_\_\_

Did the Surveyor examine the Safety Valves of the Donkey Boilers? Yes To what pressure were they afterwards adjusted under steam? 105 lb/sq. in.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? \_\_\_\_\_ and of the Donkey Boilers? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? \_\_\_\_\_ and of the Donkey Boilers? None

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

Has the screw shaft now been drawn and examined? \_\_\_\_\_ Has it a continuous liner? \_\_\_\_\_ Is an approved oil retaining appliance fitted at the after end? \_\_\_\_\_

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 oil retaining appliance fitted at the after end? \_\_\_\_\_ State date of examination of Screw Shaft \_\_\_\_\_ State the wear down in the stern bush \_\_\_\_\_

Is electric light and/or power fitted? \_\_\_\_\_ If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? \_\_\_\_\_

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? \_\_\_\_\_

Engine parts, when referred to by numbers, should be counted from forward. Complete  
 If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Now Done.

Work in Drydock - Examined outside fastenings  
The old Donkey Boiler has at this time been removed from the Vessel as repairs were impracticable.  
A second-hand Donkey Boiler having particulars as recorded in attached copy of Glasgow S. B. Entry  
Report No 61572 - Boiler stamped No 14467. Examined in its entirety with doors &  
mountings opened up.  
20242.  
LLOYD'S TEST.  
208 LBS.  
W.P. 105 LBS.  
14-9-39 L.C.D.

This Boiler has been satisfactorily installed & examined under hydraulic test. The Safety Valves  
afterwards adjusted under steam to above pressure.  
Repairs & no repairs effected to Boiler mountings

General Observations, Opinion, and Recommendation: The Donkey Boiler of this Vessel in my opinion

(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, BS 9.11, S&MS 9.11, LMC 9.11 or LMC 140 lb., FD, &c.)

is eligible for notation +NDB 39 refitted 10-48 W.P. 105 LBS. and record DRS. 10-48. It is submitted that  
notation "DB not to be used until repaired and satisfactorily reported upon" be deleted from S. Reasons  
list.

Survey Fee (per Section 29) DRS + Install. Frs. 1765-

Fees applied for

Special Damage or Repair Fee (if any) \_\_\_\_\_

26-11-1948

Travelling expenses (if chargeable) Fr. 500-

Received by me,

Committee's Minute

TUES. 21 DEC 1948

Assigned

As now, without spl. cdn.

DBS 10.48

+NDB made '39 refitted 10.48 W.P. 105 lb.

CERTIFICATE WRITTEN.

J.S. Martin  
 Engineer Surveyor to Lloyd's Register of Shipping.



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