

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

Date of writing Report 9-9- 1952 When handed in at Local Office 9-9- 1952 Port of CAPE TOWN
 No. in Survey held at Cape Town Date, First Survey 4-6-52 Last Survey 28-8- 1952
 Reg. Book. 68877 on the Machinery of the ~~Wood, Iron or Steel~~ S.W. "MARTHE W. VINKE" now named "BALLENA" (No. of Visits 2)

Tonnage { Gross 320 Vessel built at Middlesboro' By whom Smith's Dock Company Ltd. Year 1929 Month 9
 Net 34 Engines made at - do - By whom - do - When 1929
 Nominal Horse Power - Boilers, when made (Main) 1929 (Donkey) -
 No. of Main Boilers 1 SB Owners BALLENERA PARACAS S.A. Owner's Address -
 No. of Donkey Boilers - Managers - do - Port Lima (Callao) Voyage -
 Steam Pressure 210 lbs In Main Boilers - If Surveyed Afloat or in Dry Dock Both (State Name of Dock) Robinson Dry Dock, CapeTown
 In Donkey Boilers -

Particulars of Classification (which must be inserted precisely as in Register Book and Supplements.)

* 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. * 7,50,CTn Whaling Purposes		MBS * 9,49
S.S.CTn 9,49		Blr.S. 6,50
A.S. 8,50		msp 10,46
<i>Fitted for oil fuel (see stiffening)</i>		CL 5,49

Last Report No. - Port -
 Particulars of Examination and Repairs (if any) BOILER SURVEY
 (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? -
 Did 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 - Present condition of funnel(s) -
 Did the Surveyor examine the Safety Valves of the Main Boiler? - To what pressure were they afterwards adjusted under steam? -
 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 Boilers? -
 Did the Surveyor examine all the mountings of the Main Boilers? -, and of the Donkey Boilers? -
 Has screw shaft now been drawn and examined? - 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. -
 Engine parts, when referred to by numbers, should be counted from forward. 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? -
 If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? PLEASE SEE REPORT.

NOW DONE:

The Boiler examined internally and externally, together with safety valves, mountings, man-holes, doors and fastenings, and all found in good condition.
 No further survey carried out owing to the Owners not being prepared to carry out Hull repairs as required.

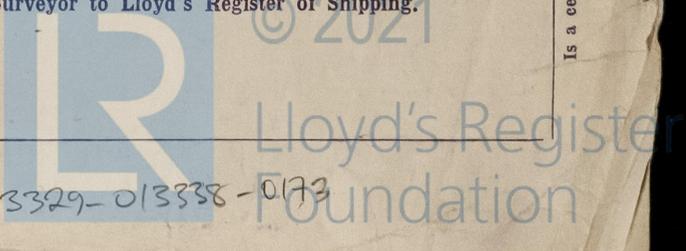
General Observations, Opinion, and Recommendation :-

(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, etc.; thus, for example, B.S. 9,11, B. & M.S. 9,11, * L.M.C. 9,11, or * LMC 140 lb., F.D., etc.)
 * LMC CS 3,34.
 It is recommended that the vessel's Class be expunged from the Register Book on account of not carrying out repairs as recommended.

Survey Fee (per Section 29) £ 8-0-0
 Special Damage or Repair Fee (if any) (per Section 29) £ : :
 Travelling expenses (if chargeable) £ - 3-0
 Committee's Minute FRI. 19 SEP 1952
 Assigned -

Fees applied for 9-9-1952
 Received by me, - 19 -

[Signature]
 Engineer Surveyor to Lloyd's Register of Shipping.



Insert Character of Ship and Machinery precisely as in the Register Book. Is a certificate required? If so, to be sent to