

9. No. 63547  
**PORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS**  
 (Received at London Office MAR 13 1941)

of writing Report *5<sup>th</sup> Dec 41* When handed in at Local Office *10:3:41* Port of *Glasgow*

Survey held at *Glasgow* Date First Survey *19:2:41* Last Survey *21:2:1941*  
 on the Machinery of the *Wood, Iron or Steel* **TERTE VIKEN** (No. of Visits *3*)

Gross *20638* Vessel built at *Bremen* By whom *Deutsche Sch. u. Muhl. AG. Wehrh.* Year. Month. *1936-9*  
 Net *13931* Engines made at *do* By whom *do* When *1936*  
 Power *1248* Boilers, when made (Main) *1936* (Donkey) *1936*  
 Main Boilers *6* Owners *United Whalers Ltd* Owners' Address *London*  
 Donkey Boilers *28* Managers *H. Krogh Hansen & N.R. Bugge* Port *London* Voyage *—*  
 Pressure in Boilers *250 lb* If Surveyed Afloat or in Dry Dock *held under dry dock*  
 Donkey Boilers *60 lb* (State name of Dock.)

Report No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) *damage*

Special 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 account of 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 date and initials of any letters respecting this case.

Special cases where the Surveyor has not made a special damage report he is required to state whether he has rendered his services for this purpose, and why they were declined. *No, not required*

Has a special damage report been made by anyone else? If so, by whom? *Yes Underwriter's Surveyor*

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *No*

Has the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? *No*

Where any work has not been done, state for what reasons *Man. Holes under Stem, 1st Holes not being used.*

Were any parts of the Boilers could not be thus thoroughly examined? *—*

Were any 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 is the latest date of internal examination of each boiler? *—* Present condition of funnel(s) *—*

Has the Surveyor examine the Safety Valves of the Main Boiler? *—* To what pressure were they afterwards adjusted under steam? *—*

Has the Surveyor examine the Safety Valves of Donkey Boiler? *—* To what pressure were they afterwards adjusted under steam? *—*

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? *—* and of the Donkey Boilers? *—*

Has the Surveyor examine the drain plugs of the Main Boilers? *—* and of the Donkey Boilers? *—*

Has the Surveyor examine all the mountings of the Main Boilers? *—* and of the Donkey Boilers? *—*

Has the 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 the 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? *—*

What is the 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. *—*

When engine parts, when referred to by numbers, should be counted from forward. *—* Is electric light and/or power fitted? *—*

Has 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 *For damage stated caused by*

*collision with the S/S Lochgoil in Lochgoil and subsequent grounding on the 5<sup>th</sup> December 1940 (2) propellers striking a log in King George V. dock, River Clyde on the 3<sup>rd</sup> February 1941.*

*done 1<sup>st</sup> damage. Vessel placed in dry dock. Propellers and Sea Connections with their fastenings examined. Port Tail Shaft tried for truth in place and found satisfactory. One of Port Tail Shaft examined after removal of propeller and found in safe working order.*

*1<sup>st</sup> damage Starboard Tail Shaft propeller was examined after removal of propeller and found in safe working order. Starboard Baner Wash bearing examined through sight holes and found in safe working order.*

*2<sup>nd</sup> damage damaged Starboard propeller replaced by Spare*

*1<sup>st</sup> damage damaged Port propeller replaced by Spare and other minor repairs effected*

General Observations, Opinion, and Recommendation:— *The machinery, so far as seen, is in*

*working condition and eligible in my opinion to remain as classed without fresh record*

*every subject to Ventilation for next store to be fitted with flameproof motor before*

*it carries petroleum*

Fee (per Section 29) £ \_\_\_\_\_ Fees applied for *11 MAR 1941*

Damage or Repair Fee (if any) £ *3:3:0* Received by me, *S.K. Macdonald & R. Stone, J.M. Dale*

Expenses (if chargeable) £ \_\_\_\_\_ 19 \_\_\_\_\_ Engineer Surveyor to Lloyd's Register of Shipping.

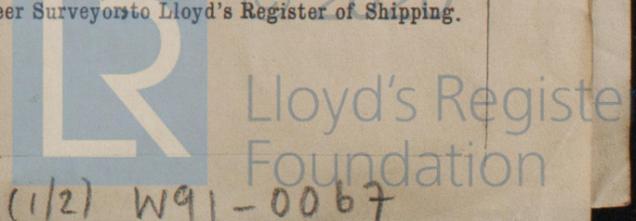
Committee's Minute *GLASGOW 11 MAR 1941*

Remarks *Referred*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

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



(1/2) W91-0067

"S.S. TERJE VIKEN."

ELECTRICAL INSTALLATION:- A VISIT WAS PAID TO THE VESSEL IN VIEW OF THE NOTE IN THE SPECIAL REASONS LIST REGARDING THE FITTING OF A FLAMEPROOF MOTOR IN THE VENTILATOR BEFORE THE VESSEL CARRIES PETROLEUM. THE SUPERINTENDANT STATES THAT THE VESSEL WILL NOT CARRY PETROLEUM DURING THE PRESENT VOYAGE AND THAT THE FLAMEPROOF MOTOR WILL BE FITTED BEFORE PETROLEUM IS CARRIED.

*R. Stori.*



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(2/2) W91-0067

Noted

M Dec 9. 10.

Note part Summary

Subject as stated.

BA

19/3/4



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