

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

(Received at London Office OCT - 1 1937)

Writing Report 27th Sept. 1937 When handed in at Local Office 19 Port of Primen

Survey held at Primen & Primenham Date, First Survey 24th Aug. 37 Last Survey 17th Sept. 1937
(No. of Visits 10)

on the Machinery of the Wood, Iron or Steel Twin Sc. TERJE VIKEN

Gross 20638 Vessel built at Primen By whom Deschimag A.G. Weser When 1936-9

Net 13931 Engines made at Primen By whom Deschimag A.G. Weser When 1936

Boilers when made (Main) 1936 (Donkey) -

Owners United Whalen Lt. Owners' Address -
(if not already recorded in Appendix to Register Book.)

Managers K. Krogh Hamn & V.R. Bugge Port London Voyage Whaling Service

If Surveyed Afloat or in Dry Dock at Primenham Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Port Primen Damage Alteration

Particulars of Examination and Repairs (if any) Damage
Alteration

CHARACTER. % for Special Survey Date of last Survey and of Periodical Surveys.	Year assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A1 Whaling Service 4.37		* LMC 9.36 CL
carrying Petroleum in bulk		Strengthened for nav. in ice.
fitted for oil fuel F.P. above 150° F	9.36	L.P. turbine etc

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no

Donkey " " " " " "

not done, state for what reasons? broken not done

parts of the Boilers could not be thus thoroughly examined? ✓

special means, in the absence of internal examination, were adopted by the
to assure himself of the thorough efficiency of those parts of each Boiler? ✓

date of internal examination of each boiler ✓ Present condition of funnel(s) ✓

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

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

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ , and of the Donkey Boilers? ✓

Surveyor examine the drain plugs of the Main Boilers? ✓ , and of the Donkey Boiler? ✓

Surveyor examine all the mountings of the Main Boilers? ✓ , and of the Donkey Boiler? ✓

Shaft now been drawn and examined? no Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of
the shaft to permit of it being efficiently lubricated? no

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? no

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 22 1/2

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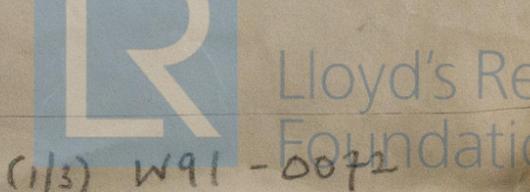
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General Observations, Opinion, and Recommendation:— The Machinery of this vessel,
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also
any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, L.M.C. 9,11, or
L.M.C. 140 lb., F.D., &c.)
CS 2,34,
as far as seen, appears to be in good condition eligible in my
opinion to remain as classed in the Port Reg. Book without fresh
record of Survey.

Survey Fee (per Section 29) Alteration RM 400,- Fees applied for 27.9.1937
Special Damage or Repair Fee (if any) £ 10:0:0
(per Section 29.)
Belling expenses (if chargeable) RM 45,-
£ 1:0:0

Committee's Minute TUE 9 NOV 1937
Assigned As new subject

A. Carstensen
Engineer Surveyor to Lloyd's Register of Shipping.



(1/3) W91-0072

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

Certificate required? If so, to be sent to

Bremen

Continuation of Report No. 1952 dated 27th Sept. 37 on the

TERJE VIKEN

ation to pumping arrangement in fore part of vessel

The No. 2 cargo room space has now been converted into 8 oil tanks, and cargo oil suction lines are connected pumps in No. 2 pump room. In all these new tanks ring coils have been installed as per Rule and tested with 5 kg/cm^2 . Each of these new tanks has its own 5 inch dia. bilge suction line, connected to the bilge pump in No. 1 pump room. Deck flanges are provided to these bilge suction for the purpose blanking them off when petroleum is carried in these tanks, a Notice Board is fitted in No. 1 pump room containing instructions to this effect. The bilge suction line to No. 1 pump room is now led through the double bottom tank and on completion it has been tested with 5 kg/cm^2 hydraulic pressure.

A gas ejector of 9 inch dia. is fitted in No. 1 hold, with suction lines to free the fore part of the vessel from dangerous vapours.

Bremen 27th Sept. 1937

A. Carstensen

TERJE VIKENConnection to Electric Fittings.

The fuseboards LII, LIV & KII supplying lighting and power service in dangerous spaces are now to be isolated by means of screwed link terminals. These link terminals for the boards LII & LIV situated near Table VI in the engine room midships upperdeck, and for KII behind the main switchboard in the engine room. Notice boards are fitted containing instructions to the effect that these circuits are to be interrupted and short-circuited when the vessel is carrying petroleum.

The cables supplying ventilators No. 8, 3, 2 & 9 also the motor for the meat store ventilator are now taken away from KII and a new fuse board is arranged in the gangway above the factory deck, from which ventilators No. 8, 3, 9 and the meat store ventilator are now supplied. Ventilator No. 2 is now supplied from the bus bar power board KI.

The starter for the meat store ventilator is placed in the gangway above the factory deck, remote from the motor, and the cables from the starter to the motor are led through gas tight heavy gauge tubing. The motor itself is left as it was, but a new explosion-proof type motor has been ordered and will be installed for the vessel's return from the now intended whaling voyage. For illuminating the refrigerating engine room and parts of the factory deck a number of gas tight lamps are fitted, of which glass switches are installed as per Section 15 of the Rules, and which are to be used when the vessel is carrying petroleum.

All the new installation is made in accordance with the approved plans and the capt. Santang's letter. The cables used are rubber insulated, lead covered and fine wire armoured, and are of sufficient size.

I may add, that the vessel is now intended for a voyage to the whaling ground in the South Arctic, and that during this voyage, Petroleum having a flash point below 150°F will not be carried.

Bremen 27th Sept. 1937

A. Carrington



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Foundation

(3/3) W91-8072