

(Received at London Office

31 OCT 1949

Date of writing Report.....26/9.....1949..... When handed in at Local Office..... Part of *Booth's*

No. in Reg. Book. Survey held at Rotterdam Date. First Survey 15/10 1948 Last Survey 22/9 1949

70032 on the Machinery of the Wood, Iron or Steel Whaler "NELLIE-VINKE" AM (No. of Visits... 18)

Tonnage { Gross 347.80 Vessel built at Osebo By whom Osebo Iron Works Fish. Registration Year. Month. When 1937

Engines made at Oreoka By whom Oreoka Iron Works When 1917
Boilers, when made (Main) Oreoka Iron Works (Boiler)

No. of Main Boilers 1 Owners Niel Meats & Walischman NV Owners' Address
No. of Donkey Boilers 2

Steam Pressure—
in Main Boilers. 15.5 kg Managers. _____
(If not already recorded in Appendix to Register Book.)
If Surveyed Afloat ^{and.} or in Dry Dock. Port. Australia Voyage ✓

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

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) *H. J. L.*

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)

(Periodical Surveys, when held, must be reported in detail and serialism 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 repairs, if any, stated) should be accompanied by a statement of the cause of the damage.)

stated; should be separated from repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarized at the end of the report. State also the dates and initials of any letters respecting this case.....

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? _____

and the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

If not, state for what reasons ☒ What parts of the Rollers could not be thus thoroughly examined? *all*

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? *all parts examined*

State latest date of internal examination of each boiler. ✓

Did the Surveyor examine the Safety Valves of the Main Boilers? ✓

Present condition of funnel(s) good

Did the Surveyor examine the Safety Valves of the Donkey Boilers? Yes To what pressure were they afterwards adjusted under steam? 15.5 kg

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? ✓

Has the screw shaft now been drawn and examined? yes Has it a continuous liner? yes Is an approved oil retaining seal used? yes

Is shaft now been changed? new shaft fitted If so, state reasons ✓ Has the shaft now fitted been previously used? no Has it a continuous liner? yes

an approved oil retaining appliance fitted at the after end? ☒ State date of examination of Screw Shaft ☒
stern bush reworked Is electric light and/or power fitted? yes If so did the Surveyor check State the wear down in the

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

the Survey is not complete, state what arrangements have been made for its completion and what remains to be done complete

New screenshaft. fitted: Marked. L.R. 306. PFW. W-3-49.

the valves, cocks, pipes and strainers; pumps and condenser (test cell), also

The oil fuel burning arrangements and steam smothering is still to be examined.

and tested under working conditions.

and menhole doors. Safety valves adjusted under shop test.

all steam pipes examined and tested to 2 x W.P. in above pressure.

Repairs: Main engine crankshaft lifted and rebedded. Oil

All auxiliaries thoroughly overhauled.

General Observations: Origin of the ... To be continued!

(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., the draught, &c., of the vessel.)

good condition and in our opinion eligible to be recorded

in the Society's Register Book with Record of L.M.C. 9-49. C.L.
Fitted for Oil Fuel Burner

Copy Fee (per Section 29)..... 2:50. - Fees applied for 26/10/49

Special Damage or Repair Fee (if any) _____ 2:25
(per Section 29.)
Received by me, *S. M. Haddock*

...elling expenses (if chargeable) ----- \$ 16.50 1919
 FRI 30 DEC 1949
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

signed _____
 20 minutes on
 20 min.

003138-003146-0165 1/2

Whaler "NELLIE-VINKE"

The pumping arrangements have been examined and altered as required by your E letters of 7/2 and 25/8 1949, and approved plans.

Fuel oil suction and delivery pipes tested as required.

A new oil fuel burning installation now fitted, (was L.R. tested) all fitted and tested in accordance with Section 20 of the Rules.

Attached testing of main boiler by Government Steam Law Authority to 20 kg. Found boiler sound and tight.

The Machinery was tested under full working conditions on a trial trip on the North-Sea and all found satisfactory.

D. M. Dunder

Alb. J. J. J.