

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

Date of writing Report 29-10-1951 When handed in at Local Office 29-10-1951 (Received at London Office)  
No. in Survey held at Cape Town Date, First Survey 8-5-51 Last Survey 28-9-1951 Port of C A P E T O W N  
Reg. Book. 09121 on the Machinery of the Wood, Iron or Steel Steam Whaler "EUGENE VINKE" (A.M.10)  
Tonnage { Gross 721 Vessel built at Aberdeen By whom Hall & Co. Ltd., Year 1941 Month 5  
Net 27 Engines made at - do - By whom - do - When 1941  
Horse Power 2750 IHP Boilers, when made (Main) 1941 (Donkey) -  
No. of Main Boilers 2 SB Owners N.V. Nederlandse Maats voor de Walvischvaart Owner's Address  
No. of Donkey Boilers - Managers Vinke & Co., Port Amsterdam (if not already recorded in Appendix to Register Book.)  
Steam Pressure In Main Boilers 225 lbs Voyage  
In Donkey Boilers - If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted  
(State Name of Dock.) Sturrock Drydock, Cape Town precisely as in Register Book and Supplements).

Last Report No. Port  
Particulars of Examination and Repairs (if any) Drydocking and A.S. and T.S. and B.S.  
Periodical Surveys, when held, must be reported in detail and serialim 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  
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 Forw. 1-6-51. Aft. 13-6-51. Present condition of funnel(s) GOOD  
Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 225 lbs  
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? Yes , 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? Yes , and of the Donkey Boilers? -  
Has screw shaft now been drawn and examined? Yes 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? }  
Has shaft now been changed? No 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 31-7-51 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft .052"  
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? Complete.  
If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done

NOW DONE:  
Vessel placed in Dry Dock, tailshaft drawn inboard, tailshaft, propeller, sternbush and fastenings examined, found good and tailshaft refitted.  
All sea-connections opened up, same with their fastenings examined and found good.  
Both boilers examined internally and externally, together with safety valves, mountings, manholes, doors and fastenings, and all found or placed in good condition.  
Safety valves afterwards adjusted under steam to lift at 225 lbs. per square inch.  
Oil fuel burning installation and steam smothering arrangements examined and tested under working conditions and found satisfactory.  
/OVER....

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.)  
CS 3,34.  
The Machinery of this vessel is in good condition and eligible, in my opinion, to remain as classed in the Register Book, and have the record of Blr.S. 6,51, and the Notation of Tailshaft seen (CL) 7,51.

Survey Fee (per Section 29) £37-4-0 Fees applied for 25-10-1951  
Special Damage or Repair Fee (if any) £ : : Received by me, 19  
Travelling expenses (if chargeable) £ 27 NOV 1951  
Committee's Minute BL S. 6,51  
Assigned S. 7,51  
Engineer Surveyor to Lloyd's Register of Shipping.  
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Insert Character of Ship and Machinery precisely as in the Register Book.

Is a certificate required? If so, to be sent to



Main Engine and Auxiliary Machinery further examined externally and under working conditions and found good.

REPAIRS W. & T:

At the instance of the Owners all plain tubes of both boilers renewed, pitted. Tube plates specially examined whilst all plain tubes were removed and found good.

FORWARD BOILER:-

Six corroded c.c. stays renewed.

AFT BOILER:-

Eleven corroded c.c. stays, renewed.

On completion of repairs both boilers tested under hydraulic pressure and found good.

*[Signature]*

*Br. S. div 7.51 now held  
bocking. Screenshot examined.*

*It is submitted that this*

*vessel is eligible for THE*

*RECORD. Br. S. 6.51*

*5.7.51*

*6.8.51*

*20.11.57*



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