

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

Port CAPE TOWN6th December 1958.

BS*

This is to Certify that

C. RITCHIE

the undersigned Surveyor to this Society did at the request of Messrs. Hector Whaling South Africa (Pty.) Ltd., and with the consent of the Owners, attend on board the Steel Screw Whaler "E L L Y W. V I N K E" (AM 8) 302 tons gross of Amsterdam, whilst afloat at this port on 25th Nov. 1958 & subsequently, for the purpose of carrying out a general condition survey.

The Vessel has been laid up at this port since the conclusion of the 1957/58 Antarctic whaling season i.e. March 1958.

Description. Built as "VIKINGEN VI" at Smith's Dock Co. Ltd., South Bank, Middlesbrough, in Oct 1935. Length 135'-0" O.A.; breadth 25'-3" (extreme) & draught summer 12'-11". Moulded dimensions 123'-9" X 25'-0" X 14'-0" & bar keel 7'-½". Hull riveted, with ice strengthening ford. Summer freeboard 55 cms, tons net 34, & deadweight 200 tons.

Engine builders same as for hull, triple expn. steam engine 13-½" X 23-½" X 40-½" - stroke 26".

Classification. Lloyds Register BS Whaling purposes & MBS; & built under B.C. Rules.

Special Survey held at Cape Town Oct. 1954; last dry docking Aug. 1957; Tail shaft (OL) seen Oct. 1955; Boiler survey Sept. 1957, & steam pipes tested Nov. 1954.

Overdue surveys are for the dry docking, boiler, tailshaft, & the special survey is only now due.

the last Special Survey completed Oct. 1954 shell plates PD5 & PD7 were renewed etc.

Shell plates 6 & 7 in strake second below sheer were renewed at S. side in April 1955.

W D O N E:-

Springhold engine & boiler spaces, decks, casings, chways, hatches & screw down arrangements, vents with coamings, & sounding pipes, windlass (winch) steering gear, doors, cuppers, skylights, boat, masts, spars rigging, & ford access

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—
"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or Certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

gangway all examined as far as practicable & found in good order; or as otherwise stated below.

Wood sheathing over fore deck wasted (ord of capstan beams caulked & payed last year); but otherwise efficient condition. Composition in way of accommodation aft, in good order.

Capstan seen externally only, good.

Three port glasses on midship house, broken.

Crews quarters ford, midship & aft in good order & painted.

Bulwark plating set in slightly in way mooring eye for innmast.

Sheer strake plate abreast winch top seam rivets rubbed.

Mooring eyes 8 off & 2 sets of triple bollards & two sets of double on fore deck at each of P. & S. sides; & at stern & mooring chocks with double bitts at each side.

Wire rope handrails & bulwarks good.

Steel deck main & upper, good condition.

Wood platform over quadrant at stern, good.

Veg. locker on boat deck abaft funnel, door loose.

Springhold paint coated & clean; whale springs in good condition & well greased. Lockers in tween deck space also in good order. Ships P. side rusty abreast No 4 mooring eye, apparent small leakage from deck gutterway above.

Funnel good condition externally.

Wood platform deck under lifeboats, split in places & deteriorated.

Boats: Port boat missing. Stbd Wood Boat 19 persons, in good condition; no equipment on board & wood covers off. Boat equipment reported in Owners store ashore).

Ordinary davits P. & S. in good order.

Winch seen externally appears intact, & efficient condition, would require opening up for normal overhaul.

Hull is rusty & heavy marine growth exists at water line.

Previous Dry Docking was at Cape Town in Aug. 1957, when the vessel reported as follows:-

The bottom & side shell plating, stern frame & rudder examined, found in efficient condition & recoated.

The propeller, sea cocks and valves with their shell gaskets examined & found or placed in good condition.

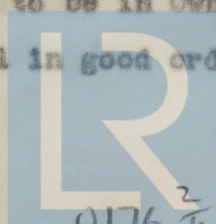
Wear down of stern tube lignum vitae bush 0.040".

Additional Aids:

The ship was previously fitted with direction finder, & radar, but the Owners have removed this equipment, altho' wiring for these remains.

Standard compass is stated to be in Owners Store Ashore.

anchors. Three steel anchors all in good order, one ford; & one in hold.



Chain cables reported on board 120 fms. of 1- $\frac{1}{8}$ " dia stud link type.

Steering Gear engine in good order, but chains would require annealing & the pins, sheaves & bushes should be overhauled.

Spare Propeller & Tailshaft are secured on board, the former on top of E.R. casing aft & the latter in springhold.

The existing 4- bladed bronze propeller was fitted in Oct. 1955 when new.

Shell Indentations at P. & S. sides are all of a minor nature and do not affect seaworthiness; & are not a subject of classification.

Load Line Renewal Survey was last held in conjunction with the SS and completed in Nov. 1954. when the existing certificate was issued for the full five years term.

Tanks were not examined internally at this time, as these were all closed. Deep Tanks aft 7 tons & Aft Peak 5 tons F.W. capacity.

MACHINERY & BOILER. ETC:-

The main and auxiliary machinery examined externally generally & internally where these parts were opened up.

The main engines are in good condition and would require very little in the way of opening up for routine overhaul; are well oiled & greased for preservation. The cylinders were all opened for oiling & the covers are still loose. The rings are out.

The H.P., M.P., & L.P. Valve rods were all renewed in Oct. 1955.

Reversing engine in efficient condition.

Auxiliaries:-

Steam Generator of 7- $\frac{1}{2}$ Kw cyl was rebored in 1955, & machine appears in efficient condition.

Feed Heater, good; both tube plates were renewed Nov. 1954.

M.E. Air Pump in good order, both ends were rebored in Oct. 1955.

The remaining auxiliaries, however, would all require overhaul. These include:-

G.S. & Bilge Pumps.

Circulating Pump with steam engine.

Steam engine of forced draught fan.

Both Feed (Weir's) Pumps.

O.F. Transfer & both O.F. Unit Pumps.

Air compressor.

Evap. Pump.

Air Receiver good order externally; was hydrostatically tested to 180 lbs/sq.in. in Nov. 1955.

Evaporator in good order; exam. internally & externally Sept. 1957.

Condenser exam. externally & in order; & reported tight.

O.F. Lighting up set appears intact & in order.

Boiler fuel oil heaters & filters exam. externally, good.

Bilge pumping arrangements would require flooding & testing.

Switchboard & wiring generally in efficient condition, but would require to be megger tested.

B O I L E R: Single Scotch multitubular boiler having three corrugated furnaces & fitted for burning oil fuel with forced draught; heating surface 2700 sq.ft., W.P. 220 lbs/sq.in.

Boiler now empty and so far as now seen, is in good condition.

It should be noted that extensive repairs have previously been carried out on this boiler. In Oct/Nov 1957 all plain tubes & 7 stay tubes were renewed due to wastage. It should also be reported that the previous re-tubing of the boiler was done in Nov. 1954, when 210 screwed stays were also renewed.

Safety valves seats & spindles were renewed in Nov.1957.

Centre furnace back tube plate was also cropped & part renewed for 18" X 18" in Nov. 1954 due to wastage.

In Nov 1957 the boiler was hydrostatically tested to 300 lbs/sq.in. & proven tight.

The boiler mountings would now require refitting.

Boiler last surveyed in Sept. 1957.

Bunker & Fuel Figures:-

Oil fuel bunker capacity is 146 cubic metres, equivalent to about 140 tons.

The fuel consumption during the whaling season is given as 10.1 tons per day; & the speed in half loaded condition as 13.4 knots.

The consumption of oil fuel per horse power per hour for main engines during trials was stated as 533 grammes (1.175 lbs).

For the past 4 years all of the classification surveys & those for the Dutch Authorities have been carried out by the undersigned.

The Owners have always maintained a high standard of fitness and maintenance with their Whalers, whilst it is understood that the "ELLY W. VINKE" was only laid up due to her lack of speed.

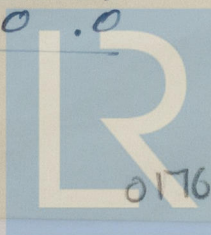


(Signed) C. RITCHIE.

SURVEYOR TO LLOYD'S REGISTER.

Fee	£ 17.10.0
Stamp	2.6
Exp	7.6
	£ 18.0.0

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Foundation