

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER



Port CAPE TOWN.

6th April, 1959.

100A

This is to Certify that

C. RITCHIE

the undersigned Surveyor to this Society did at the request of

Messrs. Southern Sea Fishing Enterprises (Pty.) Ltd., and with the consent of the Owners, Messrs. Nēderlandse Maats Voor De Walvisvaart N.V. (Messrs. Vinke & Co. Managers), attend on board the Steel Steam Whaler "EGBERT VINKE" (AM 12), 356 tons gross of Amsterdam, whilst afloat at this port on 4th April, 1959 for the purpose of reporting on the general condition of the Main Boiler.

The Vessel is classed 100A1 Whaler, and the machinery and boiler LMC, with this Society; having been originally classed in 1949 at Rotterdam; and was built in 1938 at Osaka, Japan, by the Osaka Iron Works Ltd., as the Whaler "SYONAN MARU NO.2".

BOILER: Single Scotch Multitubular type, having three corrugated furnaces and fitted for oil fuel burning under forced draught; total heating surface 3039 sq. ft., working pressure 220 lbs./sq. in.

(The main triple expansion steam engine is 15- $\frac{3}{4}$ " x 26- $\frac{1}{8}$ " x 44-1/16" - stroke 27-9/16".)

The Boiler was last surveyed by the undersigned in Aug., 1955 when all plain tubes and one stay tube were renewed.

At that time a lamination was found at the fire weld of the Port furnace 6th corrugation from mouth, and was cut out and a new section fitted and fastened by electric welding, for approx., 17" x 6".

Several pits at sides of centre furnace by 1st corrugation were built up with EW.

Some scattered pitting (non-active) was also noted at the bottom shell internally.

The Boiler was afterwards hydrostatically tested to 200 lbs/sq. in., and found sound and tight.

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."

Subsequently the safety valves were adjusted under steam to the approved W.P. of 220 lbs/sq. in., when the valves were blowing freely; and the compression nut settings were taken as Port 30.0 m/m and Stbd. 27.0 m/m.

The Vessel proceeded to the Antarctic Whaling Grounds at end of Dec., 1955 and returned to this port in March, 1956.

Thus the Boiler has been laid up for 3 years.

NOW DONE: The Boiler found empty and in clean condition. A general examination was now made internally and externally as far as practicable.

The steam and water side, and the combustion chambers and furnaces and doors, were duly inspected and all found in good condition.

All the mountings and safety valves are intact but were not adrift at this time. It is reported that these were overhauled during the 1956 refitting season.

The Owners have always maintained a high standard of fitness with this Boiler.

Both (Weirs) feed pumps although externally in order, are stated to be in poor condition, having been repeatedly re-bored.

RECOMMENDED: The Boiler so far as now seen although 20 years old is in good and efficient condition.

It is recommended, if the Boiler is to be removed from the Vessel for factory use, that

- (a) The plain smoke tubes be renewed,
- (b) The mountings and safety valves be opened up for overhaul, &
- (c) The Boiler be hydrostatically tested on site, after completion of repairs, etc., by the S.A. Authorities concerned, prior to use.

W. Christie
Surveyor To Lloyd's Register Of Shipping.



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