

STEEL STEAMER OR MOTORSHIP.

9 FEB 1930

Received at London Office

State if Report has been sent on the Freeboard of the Vessel NO.State if Report is sent on the Machinery of the Vessel YES

Date of completion of report

Port of DURBANNo. 6065Survey held at DURBANDate First Survey SEPTEMBER 11THLast Survey DECEMBER 8TH 1952On the (State if Machinery fitted Aft and
if Single, Twin or Triple Screw)SINGLE SCREW STEAM WHALE CATCHER "EMPIRE UNITAS X"No. Visits. 8State Type (Full Scantling, Complete Superstructure
with or without Tonnage Openings)FULL SCANTLINGState Type of Erections FLUSH DECKTONNAGE under
Tonnage Deck ...325

CLASS

State if with freeboard
as condition of Class

FEET

n. of space or spaces
between Tonnage Dk.
and Upper Dk.Length from fore part of stem to after part of stern
post on summer L.W.L. See Sec. 3 (1a)L 135.3OA 145.10

Breadth (greatest moulded)

26.1 FTB 26.1Depth, at middle of length from top of keel to top
of beam at side of uppermost continuous
deck. See Sec. 3 (1c)D 15.25

1st Longitudinal Number (L x D)

2nd Numeral L x (B + D)

Framing Depth "d," at middle of length. See
Sec. 3 (1d)Proportions—Depth to Length—Uppermost con-
tinuous deck to top of keelDo. Long Bridge to
top of keel

Draught Moulded

Built at VEGESACKLaunched Yard No.Builders F. SCHICHAU G.m.b.H.Owners BRITISH MINISTRY OF TRANSPORTManagers UNION WHALING Co.

(Where necessary to be entered in Reg. Book)

Residence DURBANPort of Registry LONDONIf surveyed while building, afloat, or in dry dockAFLOAT & IN DRY DOCK

STERED DIMENSIONS.

FEET

35.3 FEET26.1 FEET13.0 FEET

FRAMES, DOUBLE BOTTOM AND BEAMS.

	MMS INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
ES, Spacing amidships	<u>510</u>	<u>See</u>	Bracket Floors, Frame		
from 1/2 length amidships to Collision bulkhead	<u>460</u>	<u>plan</u>	Reversed Frame		
in peaks <u>FORE PEAK</u>	<u>460</u>		Vertical Struts		
<u>AFT PEAK</u>	<u>610</u>		Centre Girder, depth and thickness amidships		
FRAMING.			top Angles		
Amidships, Angle, <u>E or F</u> <u>Frs 24/37</u>	<u>130 65 9</u>		bottom Angles		
<u>Frs 38/48</u>	<u>140 65 10</u>		Side Girders, No. each side and thickness		
Extends up to <u>UPPER DECK</u>			Margin Plate depth (excl. of flange) and thickness		
Reversed Frame Amidships, Angle			Vertical Angle to Tank side		
Extends up to			Bracket abaft 1/2 len. from stem		
th of Framing Girder			Vertical Angle to Tank side		
mes in Uppermost Continuous 'tween			Bracket from forward 1/2 len. from stem to Panting Area		
Decks, Angle, <u>E or F</u>			Gussets, spacing and scantling		
Second 'tween Decks, Angle, <u>E or F</u>			abaft 1/2 len. from stem		
Third			Gussets, spacing and scantling		
from 1/2 len. for'd. to 15% len. from Stem <u>Frs 38/48</u>	<u>140 65 10</u>		from forward 1/2 len. from stem to Panting Area		
<u>Frs 50/73</u>	<u>130 65 7.5</u>		Tank Side Brackets, height above base line at toe of Frame and thickness		
in Peaks, Angle <u>FORE PEAK</u>	<u>170 115 10</u>	<u>OA</u>	INNER BOTTOM PLATING.		
<u>AFT PEAK</u>	<u>130 65 10</u>	<u>BA</u>	Breadth and thickness of Middle Line Strake		
meter and Spacing of Rivets through Frame and Shell Plating amid- ships	<u>NO</u>	<u>See plan</u>	Thickness of remainder in Holds		
if Frame Joggled			Are Rule requirements complied with regard- ing increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?		
the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<u>AS APPROVED.</u>		BEAMS.		
the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<u>AS APPROVED.</u>		Uppermost Continuous Deck, amidships in Wells, Angle, <u>E or F</u>	<u>100 75 7</u>	<u>(Frs 15/31)</u>
DOUBLE BOTTOM.			in way of Bridge, Angle, <u>F or F</u>	<u>130 75 9</u>	<u>(Frs 39/49)</u>
ors, Depth and thickness at mid-line in Holds	<u>490 7.5</u>		Spacing	<u>510 & 460</u>	
Height of Brackets at side above base line at toe of frame			" DECK. <u>Frs 50/52</u>	<u>185 75 10</u>	
iddle Line Keelson, on Floors, Angles, <u>E or F</u>	<u>230 90 12</u>		Second Deck, amidships, Angle, <u>E or F</u>		
Through Plate or Inter- costal Plate			Spacing	<u>460</u>	
Foundation Plate on Floors <u>IN SPACING</u>	<u>914 16</u>		UPPERMOST CONTINUOUS DECK ELSEWHERE		
Flat Plate Keel Angles			Third Deck, amidships, Angle, <u>E or F</u>	<u>115 65 7</u>	
Keelsons, No. each side			Spacing	<u>610 & 460</u>	
thickness of Intercostal Plate			Fourth Deck, amidships, Angle, <u>E or F</u>		
Angles			Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, <u>E or F</u>		
Solid Floors, thickness and spacing			Spacing		
Are Frame and Reversed Frame joggled?			Bridge Deck, Angle, <u>E or F</u>		
Bracket Floors, breadth and thickness at middle line			Spacing		
breadth and thickness at margin plate			Forecastle Deck, Angle, <u>E or F</u>		
			Spacing		

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PILLARS AND DECKS.

PILLARS, No. of Rows	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
Stringer Plate, breadth and thickness in way of Bridge						
Thickness of Plating abreast Deck openings in way of Wells						
Thickness of Plating abreast Deck openings in way of Bridge						
Thickness of Plating within line of openings						
If Sheathed, material and thickness						
Third Deck.						
Stringer Plate, breadth and thickness						
If Plated, state thickness						
Fourth Deck.						
Stringer Plate, breadth and thickness						
If Plated, state thickness						
Poop Deck.						
Stringer Plate, breadth and thickness						
Plating, Sheathing, material and thickness						
Bridge Deck.						
Stringer Plate, breadth and thickness						
Plating, Sheathing, material and thickness						
Forecastle Deck.						
Stringer Plate, breadth and thickness						
Plating, Sheathing, material and thickness						

Plating, thickness of

STRINGERS AND DECKS.

Uppermost Continuous Deck.

Stringer Plate, breadth and thickness in way of Wells

Abreast engine room & boiler room

Abreast saloon

Angle in Wells

Thickness of Plating abreast Deck openings in way of Wells

Thickness of Plating abreast Deck openings in way of Bridge

Thickness of Plating within line of openings

If Sheathed, material and thickness

Second Deck.

Stringer Plate, breadth and thickness in Wells

SHELL PLATING.

STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	RIVETING.					
	AMIDSHIPS.		AFT.			EDGES.		BUTTS.			
	Breadth.	Thickness.	Thickness.	Thickness.		Single or Double.	Rivets.	No. of Rows of Rivets.	Rivets.		
Flat Plate Keel											
Bottom Plating, No. of Strakes	1466	8.5, 9	11, 13.5	11, 15	1325	DOUBLE	19	85	TWO	19	85
Bilge Plating, No. of Strakes	1580	7, 8.5	9.5, 11	8.5		DOUBLE	19	85	TWO	19	85
Side Plating, No. of Strakes	1621	10, 9.5	8.5, 10	7, 9		DOUBLE	19	85	TWO	19	85
Upper Deck, Sheer-strake in Wells											
Upper Deck, Sheer-strake in Bridge											
Strake below Sheer-strake in Wells											
Strake below Sheer-strake in Bridge											
Poop Side Plating											
Bridge Side Plating											
Forecastle Side Plating											

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c) 6 5 ft 8 3/4

Deck next below

As per Rule

STIFFENERS.

MIDSHIP BULKHEAD, Upper 'tween decks	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
Second Fr. 38	7.8, 6.3			11.5x6.5x7.2	610
Third Fr. 49	7.8, 6.3			11.5x6.5x7.2	610
Holds Fr. 67	7.3, 6.7			11.5x6.5x7.2	610
(in Hold) Fr. 74	8.5, 7.5			11.5x6.5x7.2	610
STEPPED Fr. 2	10, 7.1			11.5x6.5x7.2	610
AFTER PEAK Fr. 6	10			11.5x6.5x7.2	610

FORGINGS AND CASTINGS.

	Castings or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	FORGING	180x40		
STEM	FORGING	180x30		
STERN FRAME	Propeller Post	STEEL		
Rudder		NONE		
Speed of Vessel	14.25			
RUDDER—Type	BALANCED			
A x D	4.87m x 0.36m			
Diam. of head	320 mm			
Mainpiece at top pintle	See plan sister ship			
heel	Blumer Vickers			
how constructed	CAST STEEL FRAME			
double or single plate coupling, vertical or horizontal	DOUBLE PLATE WELDED			

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)

NOT KNOWN

Has the Steel been tested as required by the Rules?

NOT KNOWN

EQUIPMENT No.

LETTER

ANCHORS.

Anchors.	Weight, Ex. Stock.	Weight of Stock.	Test, Per Certificate.	Weight Required by Table 53.	Description of Anchor.	Makers.	Where and when tested, and Superintendent.
1st Bower	610			370	Stock		
2nd "	406			365	Stock	NOT	KNOWN
3rd "							
Collective weight	1016			735 kg			
Stream	152			150	Stock		

CHAIN CABLES.

HAWSERS AND WARPS.

On or off deck.	Length and size supplied.	Test per Certificate.	Status - Break-tory.	Ing.	Tons.	Tons.	Cwts.	qrs.	lbs.	Length and size per Table 53.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and size supplied.	Breaking Test of Steel Wire.	Length and size per Table 53.
4	30	1 1/2								300 25	SHORT LINK	G & L	NOT KNOWN	STEEL TOWLINE	135 64	13500	135 64
134	30	1 1/2								300 25							
135	30	1 1/2								300 25							
85	64									85 64							

ing Gear, Type (Power or hand) STEAM

ing Chains (Size and Test) 7/8" 1 1/2" See letter dated 11/5/53

ing in Holds, thickness and material NONE

Hatchways.—(Upper Deck) 10 SPRING HOLD

of Hatchways No. 1 (Fwd.) 3'-0" x 7'-10" No. 2 23 1/2" x 22" No. 3 22" x 20 1/2" No. 4

per of Shifting Beams } NONE

for Fore and Afters }

Alternative Means of Steering NONE

Windlass WHALING WINCH USED Boats 2

Cargo Battens, thickness, material and spacing NONE

Thickness of Hatches STEEL 3/8"

No. 5 No. 6

Builder's Signature

ING STEEL COVER WITH TOSSES.

3" STEEL PLATE COVER BOLTED. 3/8" BOLTS. 5" PITCH.

7'-10" x 3'-0"

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel. YES

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. No

The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation). This ship has been examined afloat and on boat deck for classification and special survey (C) (Ship 13 years old). All the requirements of Section 8, Chapter C of the current Rules for classification and survey of ships not built under the provisions of the Act of 1924 have been carried out and the ship found to be in accordance with the Rules. The scantlings have been checked and found to be in accordance with the Rules. The machinery, steering gear, windlass, pumping gear, oil fuel and steam embarking arrangements have been altered to comply with the Sec 14, E of the Act of 1924. The shell and deck plating has been drilled and gauged as necessary for verification of plate thickness. The ship was fitted for burning oil fuel with a flash point above 150°F in 1939, and the oil fuel tanks extend over the full width of the ship. The fuel is carried in 4 deep bunker tanks immediately forward of the boiler room. The equipment is not up to Rule requirements, see overleaf for details. In completion of the survey the machinery, steering gear, windlass, pumping gear, oil fuel and steam embarking arrangements have been altered to comply with the Rules. The ship is in a sound and efficient condition and in my opinion, is eligible to be classed 100A— "For Whaling Purposes", with record of Drydocking 11.52 and 12.52.

Amount of Entry Fee..... £ : : Fees applied for, 19

Special Survey Fee..... £ : : Received by me, 19

Travelling Expenses, if any..... £ : : I am of opinion the Vessel should be Classed 100A— "For Whaling Purposes"

Whether the Vessel has been built under Special Survey No

Date of issue 17/7/53

Signature R. Bagnall & T. H. Noel

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Inspector assigned

See minute on Don 6065

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a L E
the Plans should be embodied.)

No drawings are returned herewith as this office has one photostat copy only of
the following drawings, which were approved in October & November, 1946.

1. OIL FUEL PIPING.
2. PUMPING ARRANGEMENTS IN MCHY. SPACES.
3. PLAN OF FORWARD BILGES.
4. BOILER.
5. CRANKSHAFT.
6. SHAFTING.
7. MIDSHIP SECTION, PROFO
& DECKS.

EQUIPMENT. This ship has 2 bower anchors (stock) and 1 stream anchor stated
to be 610, 406 & 152 Kilos respectively, but the markings are not decipherable
and no certificates are available.

There are 163 metres of chain cable of which 109 metres are 30mm diam
and 54 metres are 28mm. diam. The markings on this cable are not
decipherable and no certificates are available.

It is therefore submitted that the figure 1 be omitted from the
ship's class symbol.

PARTICULARS OF ELECTRIC WELDING (if employed)

NONE

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book
FOR WHALING PURPOSES.

RADAR Equipment (State if fitted) NO

State Type or Pattern No.

State } Maker
Name } and/or
of } Supplier

Particulars of Drop Test of
Cast Steel Anchors, viz.:—
Weight, Surveyor's Initials,
Number of Certificate, Date
of Test.

1st Bower

2nd

3rd

CERTIFICATES NOT AVAILABLE.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop — ft., R.Q.D. — ft., Bridge — ft., Forecastle —

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated. NO SUPERSTRUCTURES

Official No. 180793. Signal Letters GS LK Extreme Breadth over Belting 26.1 FEET Over-all Length 146.5 FEET
(Circ. 1611) (Circ. 1703)

No. and Material of Decks ONE STEEL PARTLY WOOD SHEATHED.

Parts of Bottom of Vessel coated with cement or approved composition ALL. Peak tanks and side tanks are

Cemented. Remainder of bottom coated with bitumastic composition.

Particulars of composition (if fitted) and of approval no particulars available.

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284)
Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	NONE	NONE	Fore peak tank, <u>NIT USED AS A TANK</u>	<u>3.22</u>	
Double bottom, under Engines and Boilers,			After peak tank,	<u>1.10</u>	
Double bottom, if under Engines only,			Deep tank, aft, <u>NONE</u>		
Double bottom, if under Boilers only,			Deep tank, forward, <u>NONE</u>		
Double bottom, forward,			Other tanks, if fitted, <u>BUNKER TANKS, P.C.B.S.</u>	<u>5.10</u>	
Total length (if continuous) and Capacity			(If necessary furnish further information by sketch.)		

Order for Special Survey No.

Date

Dates of Surveys
held while building

SURVEYED AFTER BUILDING

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Foundation