



Steam Whaler "EMPIRE UNITAS X".

There is no suitable cable available here to replace the above cable and to bring the equipment up to Rule requirement.

The Managers, Messrs. Union Whaling Co. Ltd. are not desirous of ordering new cable as they are uncertain whether they will retain this ship on charter at the end of this whaling season.

It is therefore submitted that the figure 1 be omitted from the ship's class symbol. The Hawsers and warps are in accordance with the Rule requirement for equipment letter 'f'.

*T.H. Noel*  
*P.H.P.*

and side tanks.  
All spaces previously cleared, ceiling, panelling, lining cement and bitumastic and rust removed and cleaned as required. Steelwork afterwards coated as necessary and ceiling, panelling, cement and bitumastic replaced.

On completion steering gear and windlass (whaling winch) tried under steam and found satisfactory.

The pumps and pumping arrangements tried under working conditions and found in order.

REPAIRS DUE TO WEAR AND TEAR.

Air and sounding pipes renewed as necessary.

Bilge and ballast lines renewed as necessary.

ALTERATIONS. Please refer to the Secretary's letter, reference SHIP, of 17th July, 1952, also to the Secretary's letter, reference 'E' of 5th November, 1946.

The connections from the General Service Pump to the boiler has now been blanked off.

The oil fuel pumping arrangements have been altered as indicated on the approved drawing.

CEMENT LINING. The fore and after peak tanks and spaces and the fresh water side tanks are cemented.

In the springhold, forward compartment and in machinery space and under the boiler the bottom is coated with Bitumastic.

This bitumastic was in good condition and adhering to the steel work. For this reason the bitumastic composition was removed at selected places only and the steel work in way found in good condition.

No particulars of this Bitumastic composition could be obtained.

When Anchors or Cables are supplied, the particulars are to be reported in the following form :-

**ANCHORS.**

Number of Certificate.	Anchors. *	Weight, Ex Stock.			Weight of Stock.			Test per Certificate.				Weight Required by Rule.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd																
	3rd																
	Collective Weight																
	Stream																
	Kedge																

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd or 3rd bower.

**CHAIN CABLES.**

Number of Certificate.	Length and size supplied.		Test per Certificate.		Weight of Chain Cable.		Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			

EQUIPMENT. This ship has 2 bower anchors (stock) stated to weigh 610 and 406 kilograms respectively and one stream anchor (stock) stated to weigh 152 kilograms but no markings could be deciphered on these anchors.

There are only 163 metres of chain cable on board as follows.

109 metres 30 m.m. diameter and 54 metres, 28 m.m. diameter. The markings on these cables are not decipherable.

(SEE FOLLOWER)

*T.H. Noel*

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

Insert Character of Ship and Machinery precisely as in the Register Book.

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