

9 FEB 1953

No. 6065

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

ing Report 8-1-19 53 When handed in at Local Office 8-1-19 53 Port of DURBAN
Survey held at DURBAN Date, First Survey 22nd Sept. Last Survey 9th Dec. 19 52
(No. of Visits 12)

on the Machinery of the ~~Wood, Iron or Steel~~ Steam Whaler "EMPIRE UNITAS XI"
Vessel built at Danzig By whom F. Schichau G.m.b.H. Year 1939 Month -
Engines made at Vegesack By whom Bremer-Vulcan When 1939
Boilers, when made (Main) 1939 (Donkey) -
Owners British Ministry of Transport Owner's Address -
(if not already recorded in Appendix to Register Book.)
Managers Union Whaling Co.Ld. Port London Voyage -
If Surveyed Afloat or in Dry Dock Durban Docks
(State Name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book and Supplements.)

* CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
Class Contemplated For Whaling Purposes		
100 Al 10,51		TS CL 5,50
Examined 10,51		BS 10,51 (200 lb)

Examination and Repairs (if any) CLASSIFICATION & LMC
ays, when held, must be reported in detail and serialim in the terms of the Rules. State clearly the
pairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on
Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and
g detailed in the body of the Report, should be briefly summarised at the end of the report. State also the
initials of any letters respecting this case.

where the Surveyor has not made a special damage report, he is required to state whether he offered his
this purpose, and why they were declined
report made by anyone else? If so, by whom?
personally go inside each Main Boiler separately and make a thorough examination at this time? Yes
personally go inside each Donkey Boiler separately and make a thorough examination at this time? -

done, state for what reasons?
of the Boilers could not be thus thoroughly examined?

l means, in the absence of internal examination, were adopted by the
assure himself of the thorough efficiency of those parts of each Boiler?

of internal examination of each boiler 11th Nov., 1952

r examine the Safety Valves of the Main Boiler? Yes

r examine the Safety Valves of Donkey Boiler? -

r examine all the manholes, doors and their fastenings of the Main Boilers? Yes

r examine the drain plugs of the Main Boilers? None fitted

r examine all the mountings of the Main Boilers? Yes

now been drawn and examined? No Is it fitted with continuous liner? -

een changed? - If so, state reasons -

ow fitted been previously used? - Has it a continuous liner? -

amination of Screw Shaft - State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 40/1000"

parts, when referred to by numbers, should be counted from forward.

rveyor examine the generators, motors, switchgear, cables and fuses? Yes

on resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

not complete, state what arrangements have been made for its completion and what remains to be done? The Navigation Lights to be

d with an alternative circuit which may be used in event of failure of main circuit. It

ted that this would be dealt with on ship's return from Whaling grounds about April, 1953.

g. Ship placed on a floating dock. Propeller, outerend of sternbush, sea connections

tenings examined.

The tailshaft was not withdrawn as it was examined by a Surveyor to this Society in May

ee Durban Report No. 5435.

aft was renewed in 1947 with a shaft ex. the B.C. Classed Ship "SOUTHERN ISLES". (See

letter of 3rd November, 1947.)

d all cylinders, pistons and rods, slide and piston valves, crank, thrust and intermediate

g, thrust block and intermediate bearings, all pumps with pumping arrangements, feed heater

Observations, Opinion, and Recommendation: - (SEE OVER)

arly 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 *

y 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

CS 3,34.

hinery of this ship is in a sound and efficient condition and in our opinion is eligible

lassed with record of LMC 12,52 Fitted for Oil Fuel flash point above 150°F subject to the

ion Lighting circuit being brought up to Rule Requirements.

(per Section 29) Class. & LMC 79: 4 0

age or Repair Fee (if any) BS 18 0 0

(per Section 29) Elect.Inst. 21 12 0

xpenses (if chargeable) £ 3: 0 0

's Minute. TUES. 24 FEB 1953

Fees applied for 14-1-19 53
Received by me, 19

T.H. Noel and G.F. Baileys
Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation

662947-002955-0120

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

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

and oil fuel heaters (tested) oil fuel valves, strainers etc. and main condensers examined and tested.

The steam pipes (steel) 3" bore and over were examined and tested to 600 lb. sq. inch.

The electrical installation examined and megger tested.

The main boiler examined internally and externally with all mountings, manhole doors and fastenings. The boiler afterwards tested to 300 lb. per sq. inch.

Subsequently the boiler was examined under steam and the safety valves adjusted to 200 lbs. per sq. inch. An accumulation test was also carried out, in accordance with the Rules and found satisfactory and easing gear tried.

The oil fuel arrangements examined under working conditions and fire appliances examined with deck control gear.

The main and auxiliary machinery tried under working conditions and found satisfactory.

The electrical system examined under full load and a governing test of the generator carried out and found satisfactory.

REPAIRS DUE TO WEAR AND TEAR.

MAIN ENGINES :- All bearings, valve gear and piston rings adjusted as necessary.

AUXILIARIES :- All pumps overhauled and working parts repaired or renewed as required.

All sea valves ground in and overhauled as required.

All valves, strainers etc. on the oil fuel system opened out and overhauled.

ALTERATIONS.

Please refer to the Secretary's letters 'E' of 5-11-46 and 'Ship' 17-7-52.

The general service pump now blanked off from the Boiler.

A suitable 'L' plug cock fitted on the oil fuel line as per plan 1991 approved.

ELECTRICAL INSTALLATION.

It was found that there is no alternative arrangement for the Navigation Light.

A suitable change over switch could not be obtained in time to carry out this alteration now. It was therefore recommended that this be dealt with on ship's return from the Whaling Grounds in April next.

T.H. N. 1000
B.V.B.



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