

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 29-10-1951 When handed in at Local Office 29-10-19 51 Port of CAPE TOWN
 No. in Survey held at Cape Town Date, First Survey 25-7-51 Last Survey 24-10-19 51
 Reg. Book. 09121 on the Wood, Iron or Steel Steam Whaler "EUGENE VINKE" (A.M.10) (No. of Visits 19)

TONNAGE :- Built at Aberdeen By whom Hall & Co. Ltd. Year. 1941 Month. 5
 Gross 721 Owners. N.V. Nederlandse Maats voor de Walvischvaart Owners' Address -
 Under Dk. 631 Managers. Vinke & Co., (if not already recorded in Appendix to Register Book).
 Net 27 Port belonging to Amsterdam

Surveyed Afloat or in Dry Dock? Both Name of Dock Sturrock Dry Dock, Cape Town. Destined Voyage -
 Cell D B or D B a - feet; W & B - feet; f - feet; f - feet; f - feet; f - feet
 total capacity - tons. FPT - tons; APT - tons; MT - tons. } Particulars of Classification (which must be inserted precisely as in Register Book and Supplements)

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 4179 Port C. Jn

(Periodical Surveys, when held, must be reported in detail and serialim in the terms of the Rules and Items remaining to complete the surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case. Secretary's Letter 'Ship' 22-8-51

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined -

Was a damage report made by anyone else? if so, by whom? -

REPAIRS, OR EXAMINATION AS PER RULE, FOR Drydocking and A.S.

NOW DONE FOR DRYDOCKING AND A.S.:

Vessel placed in Dry Dock, bottom and rudder (removed) examined, found or placed in good condition and recoated.

Latest date of examination in Dry Dock 19-10-51.

Decks, casings, hatch coamings and ventilator coamings, with closing arrangements, scupper, air and sounding pipes and all remaining deck openings, with closing arrangements, bulwarks, guard rails, windlass, steering gear and its connections, including auxiliary gear and general equipment, all examined and found or placed in good condition.

/OVER ...

SUMMARY OF DAMAGE REPAIRS :-

Renewed
 Removed and Faired or Repaired
 Faired or Repaired in place

Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-

PRESENT CONDITION OF THE

Decks <u>GOOD</u>	Bulkheads <u>GOOD</u>	Engine Room Skylights <u>GOOD</u>	Copper, or Y.M. <u>-</u>
Caulking of Decks <u>GOOD</u>	Ceiling <u>GOOD</u>	Coal Bunkers, Openings, Covers, etc. <u>-</u>	(State if on Felt.)
Coamings <u>GOOD</u>	Cement or Asphalt <u>GOOD</u>	Oil Bunkers <u>GOOD</u>	When fitted, Month <u>-</u> Year <u>-</u>
Beams and Fastenings <u>GOOD</u>	Rudder <u>GOOD</u>	Scuppers <u>GOOD</u>	Boats <u>GOOD</u>
Outside Plating <u>GOOD</u>	Steering gear and its connections <u>GOOD</u>	Cargo Hatchways <u>GOOD</u>	Masts, Yards, &c <u>GOOD</u>
" " in way of sidelights <u>-</u>	Windlass <u>GOOD</u>	Hatches <u>GOOD</u>	Condition, how ascertained <u>From deck</u>
Frames <u>GOOD</u>	Have pumps been examined and found efficient? <u>YES</u>	Planking <u>-</u>	(State if wedges removed.)
Reverse Frames <u>GOOD</u>	Have Sluice Valves been examined and found efficient? <u>-</u>	Caulking <u>-</u>	Equipment letter <u>-</u>
Longitudinals <u>-</u>	Have watertight doors been examined and found efficient? <u>YES</u>	Treenails <u>-</u>	Anchors, No. of <u>-</u>
Transverses <u>-</u>	Have Ventilators and their Coamings been examined and found efficient? <u>YES</u>	Breasthooks & Stemson <u>-</u>	Cables (State if now ranged) <u>NO</u>
Floors <u>GOOD</u>	Air and Sounding Pipes <u>GOOD</u>	Transoms, Pointers & Crutches <u>-</u>	" length <u>-</u> mean diamr <u>-</u>
Keelsons <u>GOOD</u>	Doubling Plates under Sounding Pipes <u>GOOD</u>	Timbers of Frame at openings <u>-</u>	(on board) <u>STATED COMPLETE</u>
Stringers <u>GOOD</u>		" " at other places <u>-</u>	" Rule length <u>-</u> size <u>-</u>
Inner Bottom Plating <u>-</u>		Stringers, Clamps & Shelves <u>-</u>	Chain Locker <u>-</u>
Have the Tanks been examined internally? <u>Not Exd.</u>		Salting <u>-</u>	Hawsers and Warps <u>GOOD</u>
Have the Tanks been tested? <u>Not tested</u>		(State if examined.)	Standing and Running Rigging <u>GOOD</u>
			Sails <u>-</u>

General Observations, Opinion as to Class, Recommendation, etc.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel is in good condition and eligible, in my opinion, to remain as classed, with fresh record of Drydocking Survey 10,51, and the Notation of A.S. 10,51.

Survey Fee (per Section 29) £ 52-0-0
 Special Damage or Repair Fee (if any) (per Sec. 29) £ -
 Cost of Cable 1-1-3
 Travelling Expenses (if chargeable) £ 3-14-6
 Second Surveyor's Fee (if any) £ -

Fees applied for, 25-10-1951
 Received by me, 19

Committee's Minute TUES. 27 NOV 1951

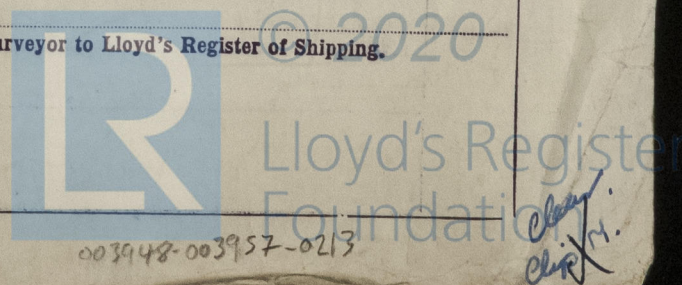
Character Assigned 10,51 C. Jn

A.S. 10,51

Bl. S. 6,51

S.7,51

Surveyor to Lloyd's Register of Shipping.



003948-003957-0213

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

A new rudder has now been made in accordance with photostat copy of plan forwarded with Secretary's letter, Ref: 'Ship' of the 22nd August, 1951. The plan is returned herewith.

For rudder plating, web and diaphragm plates steel of flanging boiler quality has been used.

Further, a number of items on deck of a minor nature made good.

The vessel is now fitted with Echo Sounding Device, Direction Finder, Gyro Compass and Radar, and it is recommended the Notations of E.S.D., D.F., Gyc. and Radar be made in Column 2 of the Register Book in case of this vessel.

ANCHORS.

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

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

"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 Survivors or in any entry in the Register of the Society."