

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER



Port CAPE TOWN

6th December 1958.

10041

This is to Certify that

G. RITCHIE

the undersigned Surveyor to this Society did at the request of Messrs. Hector Whaling South Africa (Pty) Ltd., and with the consent of the Owners, attend on board the Steel Screw Whaler "ROBERT VINKER" (AM 12), 356 tons gross of Amsterdam, whilst afloat at this port on 25th Nov. 1958 & subsequently, for the purpose of carrying out a general condition survey.

The Vessel has been laid up at this port since the finish of the 1955/56 Antarctic Whaling season, i.e. March 1956.

Description: Built as "Shonan Maru No 2" in 1938 by Osaka Iron Works Ltd., Osaka, Japan. Length O.A. 143'-0" X breadth 26'-9" (extreme) X 13'-4" draught (summer); moulded dimensions 133'-3" X 26'-11" X 14'-1", bar keel 7½"; hull partly electrically welded & strengthened for navigation in ice; summer freeboard 1-5½", tons net 31; & deadweight 200 tons.

Engine builders same as for hull, triple expn. steam engines, 3 Cys. 15½" X 26½" X 44-1/16" - stroke 27-9/16", with one Scotch boiler burning oil fuel.

Classification. Lloyd's Register 100A1 & LNC since Sept. 1949.

Special Survey held at Cape Town Oct 1954; last dry docking Feb. 1958; Tail shaft (CL) seen June 1955; Boiler Survey Aug. 1955 & steam pipes tested May 1954.

Overdue surveys are for the boiler and tailshaft, whilst the special survey is only now due.

The Last Special Survey completed at Cape Town in Oct. 1954 included the renewal of 3 shell plates, whilst the rudder was removed & its muff coupling refitted & replaced.

HOW DONE:

Springhold, engine & boiler spaces, decks, casings, hatchways, hatches & screw down arrangements, vents with coamings, air & sounding pipes, windlass (winch) steering gear, doors, scuppers, skylights, waste spars, rigging, & ford access gangway

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."

all examined as far as practicable & found in good order; or otherwise as stated below:-

Wood sheathing over fore deck & over crews quarters aft in good condition; caulked & payed last year but seams opening up.

Capstan, externally good.

Ford bulwark stanchion S. side bent.

Bulwark rail P. side fractured abreast capstan & plating set in moderately.

Mooring eyes 8 off & 2 sets of triple bitts and two sets of double bitts on fore deck at each of P. & S. sides; and at stern two mooring checks with double bitts at each of P. & S. sides, all good.

Midship house one glass port broken S. side.

Wire rope handrails good but loose at S. side; some aft rail stanchions bent.

Steel decks, main & upper, good; but upper rusty, in patches.

Crews quarters ford, midships, & aft, condition good.

Wood platform over steering quadrant broken in places, requires repairing.

Springhold paint coated & clean; whale springs good order & well greased. Lockers in tween deck also good condition.

Funnel in good condition.

Lifeboats. Both missing but patent davits in good order.

Handrails boat deck P. side, top rail ford end, bent over; & one rail S. side broken & bent.

Whale Winch is covered & appears intact & externally in order; but would require a thorough overhaul.

Equipment: Three stock anchors, condition good; one ford & two secured at P. side ER casing.

Chain cables reported on board 120 fms X 1- $\frac{1}{2}$ " dia. stud link.

Steering gear engine good condition; & the chains, pins sheaves, etc all appear efficient; but chains would require annealing & the pins, sheaves & bushes an overhaul.

Spare Propeller & Tail Shaft are secured on board at top of ER casing aft, & alongside ER casing S. side (with spanner); both are unused.

Towing hook is fitted on ER casing end at stern.

Previous Dry Docking was at Cape Town in Feb. 1958 when the undersigned reported as follows:-

The bottom & side shell plating, stern frame & rudder cleaned, examined, found in efficient condition & recoated.

The propeller & fastenings of sea connections & stern bush examined & found in efficient condition.



Stern bush lignum vitae bush wear down (last taken in July 1956) 0.070".

Navigational Aids:

The ship was previously fitted with direction finder, gyro, & radar, but the Owners have since removed this equipment, altho' the wiring for same remains.

The standard compass is stated to be in Owners Store ashore.

Load Line Renewal Survey was last held in conjunction with the SS & completed in Oct. 1954. The existing certificate is valid until 1st Nov. 1959.

Tanks were not examined internally at this time as these were all closed. Fresh water wing tanks in machy. space 22 tons, & Ford P.W. Tank 13 tons. Peaks ford & aft are 7 & 25 tons capacity respectively.

MACHINERY & BOILER, ETC.

The main & auxiliary machinery now examined externally, & several pumps etc internally where opened up.

The main engines are all grease & oil coated for preservation and are in good order. All cylinders have been opened up for oil coating & the rings are out. Spare rings are also mounted on bulkhead.

No major overhaul would be required on main engines.

Reversing engine likewise in good order.

Auxilleries:

The pumps and engines have all been opened up and oiled, and are in order except for the defects noted below:-

G.S. Pump & Bilge Pump require renewal of their rings.

M.E. Air Pump valve chest requires overhaul.

Circulating Pump & steam engine good.

Condenser exam. externally good & stated to be tight; water box renewed Oct. 1954.

Steam engine driving forced draught fan slack generally & would require a normal overhaul.

Nos 1 & 2 Feed Pumps (Weir's) valve chests both require overhaul, but otherwise good.

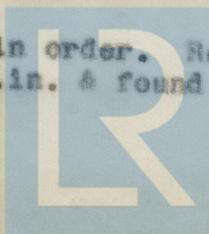
Both O.F. Unit Pumps also require (normal) overhaul.

Evaporator & Pump in good condition (examined throughout Nov. 1955 for Dutch Govt. requirements).

O.F. Transfer Pump, good.

Feed Heater reported in good order; tube ends renewed Oct. 1954.

Air compressor & receiver in order. Receiver hydrostatically tested Nov. 1955 to 180 lbs/sq.in. & found sound & tight.



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Several boards are mounted in ER with spare gear for aux. purposes.

Electrical installation would require megger testing; altho' switchboard appears in order.

Boiler fuel oil heaters & filters exam. externally, good; & the O.F. lighting up set appears in order.

Sea cocks & valves last seen in July 1956 & were in good condition.

Bilge pumping arrangements would require flooding & testing, as several of the pipes are leakage suspect.

Generator, steam driven of 15 KW. generally in good order, but valve reported worn, requiring re-bore whilst piston rod is also worn.

B O I L E R: Single Scotch Multitubular boiler, having three corrugated furnaces, & fitted for oil fuel burning; total heating surface 3039 sq.ft., W.P. 220 lbs/sq.in.

Boiler now empty & has been cleaned, and so far as now seen is in good condition.

All the mountings are reported to have been overhauled during the lay up period.

All the plain tubes were renewed in Aug. 1955, & thus the boiler has steamed only one whaling season since their renewal, but the Vessel has been laid up nearly three years in the meantime.

Boiler last surveyed in Aug. 1955.

Bunker & Fuel Figures:

Oil fuel bunker capacity is 155 cubic metres, equivalent to approx. 140 tons.

The fuel consumption during the whaling season is given as 11.0 tons per day; & the speed in half loaded condition as 13.0 knots.

The consumption of oil fuel per horse power per hour of main engines during trials, was stated to be 570 grammes (1.257 lbs).

During the past four years all of the Classification Survey have been carried out by the undersigned.

The Owners have always maintained a high standard of fitness with their whalers and it is stated that the "ROBERT VINKE" was only laid up on account of her lack of speed the 13 knots being considered low for Antarctic standards.



(Signed) G. RITCHIE.

SURVEYOR TO LLOYD'S REGISTER.

Fee £17.10.0
Stamp 2.6
£17.12.6



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