

## LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

Port CAPE TOWN6th December 1958.

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 "W E L L I E V I M K E" (AM 11) 348 tons gross of Amsterdam, whilst afloat at this port 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 "Takunan Karu No 5" in 1937 by the Osaka Iron Works Ltd., Osaka, Japan. Length O.A. 143'-0", breadth (extreme) 27'-0" & draught (summer) 13'-4"; moulded dimensions 133'-3" x 26'-0" x 14'-1", bar keel 7'-1"; hull partly electrically welded & strengthened for navigation in ice; summer freeboard 1'-5 1/2"; tons net 30; & deadweight 200 tons.

Engine builders same as for hull, triple expansion steam, 3 cyls. 14-15/16" x 25" x 41-1/2" - stroke 27-9/16"; with one Scotch Boiler burning oil fuel.

Classification Lloyd's Register 100AI and LMO, classed Sept. 1949.

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

Overdue Surveys: Special Survey is only just due; tail shaft survey & boiler survey due.

At Last Special Survey completed at Cape Town No. 1954, shell plates PF4, PF5 & 2D7 were renewed; & rudder was removed, muff coupling refitted & rudder replaced.

WORK DONE:

Springhold, engine & boiler spaces, decks, casings, hatchways, hatches & screw down arrangements, vents with coamings, air & sounding pipes, windlass (winch), steering gear, doors, couppers, skylights, masts, spars, rigging, & ford access gangway, all examined as far as practicable & found in good order; or

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 duly 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."



otherwise as stated below:-

Wood sheathing over fore deck wasted in places, & sheathing at stern in way of accommodation good; seams caulked & payed last year.

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

Bulwark stanchions 1P. & 1S. bent.

Wire rope rails at S. side disconnected but all on board.

Steel decks main & upper, condition good.

Wood platform over steering quadrant, good.

Capstan ford externally, good.

Cement box fitted around funnel waste pipe at boat deck level.

Funnel, good condition.

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

Springhold paint coated, clean & in good condition; the whale springs good & well greased. Lockers in tween deck good & painted.

Lifeboats: Port wood boat 17 persons, has three upper strakes of planking stove in at P. side amidships.

Platform deck for Port boat set down at mid length & attached curtain plate buckled in way. Two O.A. stiffeners from main to boat decks also slightly buckled.

Stbd wood boat 17 persons, wood covers off, but boat appears to be in good order. Bread tank screw lid missing.

No equipment in the two boats but same reported to be in Owners Store ashore.

Patent boat davits P. & S. are in good condition.

In aft store space bulkhead at P. side shows several rivets leaking oil fuel.

Whale Winch appears intact & externally seems in good order; but would require normal overhaul.

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

Chain cables reported to be on board 120 fms. X 1- $\frac{1}{8}$ " dia stud link type.

Steering Gear engine good & well greased; the chains would require annealing & the pins sheaves & bushes, an overhaul. The valve & piston rods of engine require renewal.

Towing hook is fitted at E.R. casing end at stern.

Spare Tail Shaft is secured at S. side of E.R. casing aft.

Spare Propeller not on board; stated to be laying ashore in dockyard.



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: Ship was previously fitted with direction finder, gyro compass, & radar; but the Owners have since removed this equipment altho' the wiring remains.

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

Load Line Renewal Survey was last held along with the S.S. 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 tanks in mchy. space 22 tons, F.W. Tank ford 13 tons. Peaks, ford & aft 7 & 25 tons capacity respectively.

#### MACHINERY & BOILER. ETC:-

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

The main engines are all well oiled & greased. All cylinders have been opened up for oiling & the rings are out. Several spare rings are on bulkhead.

A big overhaul on main engines is not anticipated as all parts are apparently in good order & machinery is running well. Only the HP, MP, & LP valve rods would require machining.

Reversing engine valve & valve rod need renewal.

#### Auxiliaries:

Circulating steam engine & pump in good order.

G.S. Pump, efficient condition but valve & valve rod require machining & refitting.

Steam Generator 15 Kw in good running condition.

Feed Pumps Nos 1 & 2 (Wier's) both in good order.

Steam engine for forced draught fan also in good order.

Air compressor in order.

Air Receiver externally good, & tested to 180 lbs/sq.in. in Nov. 1955.

M.E. Air Pump good condition, except for valve chest which requires overhaul of shuttle valve, etc.

Bilge Pump efficient condition but valve & valve face of steam chest require machining & refitting.

Transfer Pump in good condition.

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Condenser externally good order & reported tight.

Both O.P. Unit pumps good but valves of steam chest & valve rods need machining.

Evaporator & Pump in good order. Evap. last exam. throughout in Nov. 1955.

Boiler fuel oil heaters & filters seen externally good.

Feed heater exam. externally, & in order; reported efficient in service.

Electrical Installation would require to be megger tested to ascertain insulation resistances; but switchboard appears in order.

Sea cocks & valves last seen in June 1956 were in good order.

Bilge pumping arrangements, would require flooding & testing.

There are three spare piston rods secured in tunnel, & special spanners are also stowed in racks.

**BOILER:** Single Scotch Multitubular boiler, having three corrugated furnaces & fitted for burning oil fuel under forced draught; heating surface 2855 sq.ft; W.P. 220 lbs/sq.in.

Boiler now empty & clean, and so far as now seen is in good condition.

All the mountings are reported to have been overhauled during the lay up period & several of these are still open. Stbd scotblower would seem to be missing.

Some pitting noted, non-active, on lower part of shell at water side; also at the goose necks of all three furnaces at their lower parts. Several tubes show some pitting externally at about water level.

Boiler has been out of commission now for nearly three years.

Boiler last surveyed 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 10.3 tons per day; & the speed in half loaded condition as 12.9 knots.

The consumption of oil fuel per HP/hour for main engines during trials, was stated to be 550 grammes (1.212 lbs).

The Owners have always maintained a high standard of fitness with their Whalers, and in this respect the "NELLIE VINKE" is no exception. The lack of speed is the reason of her being laid up.

(Signed) C. RITCHIE.

SURVEYOR TO LLOYD'S REGISTER.



Fee £17.10.0  
Stamp 2.6  
£17.12.6

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