

Viator

by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME

m.s. "ZENT"

REPORT

Lgs.

60

Brs.

No. 16744

Liv.

126377

(ex "Empire Wharfe")

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

This vessel was built 1938 and classed with Norske Veritas.

The validity of the present "Examined L.R." notation expired 11.47.

Indented shell plating (p & s) required to be dealt with at the first convenient opportunity.

In June last, the LAGOS Surveyor forwarded a report of a survey held afloat on account of damage due to fire, subsequent flooding of holds and beaching. Permanent repairs were effected to the windlass and temporary repairs to buckled shell plating, decks, etc. The Surveyor recommended permanent repairs and special examination in dry dock on vessel's arrival in U.K.

Classification with this Society is now desired.

Plans of the vessel have been examined in this Office and the scantlings and arrangements found suitable for the class 100A- "With freeboard". For further particulars see endorsement 7.11.47 and correspondence.

The BRISTOL Surveyors, in a First Entry report and Rpt. 8, report (10.47) the vessel placed in dry dock, scantlings and arrangements verified, the requirements for Vessels Not Built Under Survey complied with and a PERIODICAL SPECIAL SURVEY held with the exception of internal examination of No. 2 D.B. tank.

Bottom and rudder specially examined and no damage found due to grounding as above.

Renewals and repairs effected to deck and bulkhead plating<sup>etc.</sup> on account of fire damage as above.

Rudder stock found twisted. Old keyway built up by welding and new keyway cut.

Cargo doors now fitted in Nos. 2 & 3 upper 'tween decks in accordance with approved plans.

The vessel's equipment of anchors, chain cables, ropes, etc. is in accordance with Rule requirements, but certificates of test were not available; the Owners however are endeavouring to obtain same. The Surveyors recommend the figure '1' be withheld until the equipment is verified with certificates.



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The LIVERPOOL Surveyors later report (12.47) the vessel afloat, the Special Survey completed, and minor repairs effected.

It is submitted the vessel is eligible to be classed 100A- "With freeboard", with record of docking survey 10.47 and to have the notation 'S.S. Brs. - 10.47', as recommended, assigned; subject to indented shell plating etc. (p & s) being permanently repaired at the first convenient opportunity.

100A- "With freeboard" *"With freeboard" 10.47*

10.47 Brs. )

S.S. Brs. - 10.47 ) subject

Classed 10.47

2 Dks, Sparred 3rd dk in Nos. 1 & 2 holds for fruit cargoes DBuE&f 185' 389t, tanks in way of tunnel 536t, FPT 26t, APTs 95t FK, 5BH (Coll to W dk, 4 to 2nd dk)

F 99'

O.L. 336.4'

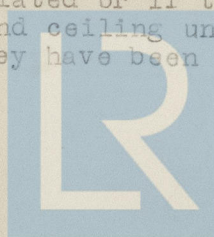
E.S.D.



Equipment letter for fees; "u" in red.

The BRISTOL Surveyors should be informed it is concluded the indented shell plating (p & s) recommended by the Wilhemshaven and Liverpool Surveyors 9.45 & 11.46 respectively to be dealt with at the Owners' convenience is still outstanding for repair.

They should be requested to verify the scantlings of the midship bulkhead as reported *27.10.48* as these do not agree with the approved plan, also the length of the forecastle as per Circular 1551, to furnish the diameters and spacing of the rivets in the seams and butts of the shell plating, to state whether all holds and 'tween decks have been insulated or if this is not so to give particulars of cargo battens and ceiling under hatchways, or alternatively state whether they have been omitted.



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As regards the length of the forecastle which is stated to be only 33' in their report it should be pointed out to them that the length given on the Cardiff Surveyors' Freeboard Report (10.45) is 93' measured from the forward perpendicular, while on the profile and deck plan recently obtained from the Builders it appears to be 46' measured as required by the above Circular.

They should make it clear whether the twist reported is in the rudder head or in the mainpiece, and state the angle of twist.

X



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