

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 31st Mar. 1947 When handed in at Local Office 31st Mar. 1947 Port of PHILADELPHIA, PA.

No. in Reg. Book. Survey held at Camden, N.J. Date, First Survey 25th March, Last Survey 28th March, 1947. (No. of Visits three)

231 72499 on the Wood Iron & Steel SC. "EMPIRE CONSEQUENCE"

TONNAGE: Built at Lubeck By whom Lubecker Maschb. Ges. When 1940 -
GROSS 1998 Owners. United States Marine Commission Owners' Address -
UNDER DK. 1494 Managers Shipping & Coal Co. Ltd. Port belonging to London
NET 1065

Surveyed Afloat or in Dry Dock? Afloat Name of Dock - Destined Voyage New York

Cell DBor DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & 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. 1148 54 Port Lon

(Periodical Surveys, when held, must be reported in detail and serially 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.

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 Not required Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR replacement of chain cable stated to have been lost on 4th March, 1947, during voyage from London to Philadelphia, when, due to shortage of fuel the vessel was being towed to Bermuda. Vessel was first towed by starboard cable, of which 75 fathoms were lost. Subsequently, the full complement of port cable (120 fms.) was lost in the same manner. Vessel was later surveyed at Bermuda by J.H. Parker Marine Surveyor when repairs were made to windlass, and the vessel was permitted to proceed to Philadelphia. The vessel is now required to proceed in ballast to New York, where she will be transferred to U.S. Ownership (U.S. Maritime Commission), and where the British crew will be repatriated.

NOW DONE:- Vessel examined afloat; chain cable size checked (1-7/8"), 120 fathoms 1-13/16" forged steel welded chain (high tensile) placed on board and connected to port anchor, (particulars overleaf). Chain found to be of suitable size for gypsy. Windlass tried and found efficient for work-

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE

SURVEY CONFINED TO THE ABOVE

Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Fell.)
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Coamings	Cement or Asphalt	Oil Bunkers	Boats
Beams & Fastenings	Rudder	Scuppers	Masts, Yards, &c.
Outside Plating	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed.)
" " in way of sidelights	Windlass	Hatches	Equipment letter
Frames	Have pumps been examined and found efficient?	Planking	Anchors, No. of
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	" length mean diamr. (on board)
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	" Rule length size
Floors	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps
Stringers		" " at other places	Standing and Running Rigging
Inner Bottom Plating		Stringers, Clamps & Shelves	Sails
Have the Tanks been examined internally?		Salting (State if examined.)	
Have the Tanks been tested?			

General Observations, Opinion as to Class, Recommendation, &c.:-

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 eligible in our opinion, to be continued as recorded in the Register Book, subject to 75 fathoms of chain cable being placed on board at the first opportunity.

Survey Fee (per Section 29)	\$ 75.00	Fees applied for, 28 Mar. 1947.
Special Damage or Repair Fee (if any) (per Sec. 29)	£	per F.A.G. Received by me,
Travelling Expenses (if chargeable)	£ 7.50	19
Late Fee	10.00	
Second Surveyor's Fee (if any)	£	

Committee's Minute

Character Assigned

NEW YORK APR 2 - 1947

Deferred for General Examination

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

So to him 3/6/48

N.Y.C. 1001-7-47

009139-009143-0146

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

ing chain cables. It was noted that the coupling of warping drum shaft (ss) is broken.

It was not practicable to range the starboard chain cable but the Master states that there are 45 fathoms attached to the starboard anchor. This chain, so far as could be seen, is in good condition.

It is recommended that 75 fathoms of chain cable be supplied at the first opportunity.

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When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
	1st Bower															
	2nd "															
	3rd "															
	Collective Weights															
	Steam															
	Kedge															

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
3235	120	1 13/16	19043	26662	23919		120	1 7/8	F.S. Welded	Holland Furnace	J.K. Helms, Chester
"				also	9 Det. Links,					Baldr A.C. &	27th March, 1947
					& 2 end shackles					F. Div.	
Iron Stream Chain } or Steel Wire... }											

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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