

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 3 MAY 1948 when handed in at Local Office 3 MAY 1948 Port of New York

No. in Reg. Book. Survey held at New York Date, First Survey 25 March Last Survey 9 April 1948
23186 on the ~~Wood Iron~~ Steel S/S EMPIRE CONSEQUENCE (No. of Visits 6)

TONNAGE:— Built at Lubeck By whom Lubecker Mascht. Ges. When 1940
GROSS 2880 Owners Alaska Transportation Co. Owners' Address
UNDER DK. — Managers — (if not already recorded in Appendix to Register Book).
NET 1919 Port belonging to Tacoma

Surveyed Afloat or in Dry Dock? Both Name of Dock Brewers Dry Dock Destined Voyage

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. Port

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

Society's Freeboard (if assigned) as painted on Ship and now verified } - ft. 3 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey for contemplated classification.

Now Done: Vessel placed in Dry Dock, bottom and rudder cleaned examined and recoated.

Decks, holds (ceiling part lifted) tween decks, engine and boiler spaces, Fore Peak spaces and Fore Peak Tank internally, aft Peak spaces and aft Peak Tank internally, all double bottom tanks internally, bunkers (part), masts and rigging, anchors and cables, chain locker, general equipment, hatchways, hatch covers and supports throughout, ventilators, coamings and covers, quadrant, tiller, steering gear engine and its connections, windlass pumps, water-tight door, air and sounding pipes examined and found or placed in good condition. Fore and After Peak Tanks and all double bottom tanks tested to Rule

Requirements and found in order. Striking plates or their equipment found under all sounding pipes. Steering gear and windlass tried under working conditions and found satisfactory. Steel work throughout P.T.O.

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

PRESENT CONDITION OF THE

Decks Good	Bulkheads Good	Engine Room Skylights Good	Copper, or Y.M. (State if on Felt.)
Caulking of Decks do	Ceiling "	Coal Bunkers, Openings, Covers, &c. "	When fitted, Month Year
Coamings "	Cement not examined "	Oil Bunkers —	Boats Good
Beams & Fastenings "	Rudder "	Scuppers Good	Masts, Yards, &c. "
Outside Plating "	Steering gear and its connections "	Cargo Hatchways "	Condition, how ascertained from deck (State if wedges removed.) (none)
" " in way of sidelights "	Windlass "	Hatches "	Equipment letter # 5.
Frames "	Have pumps been examined and found efficient? Yes	Planking	Anchors, No. of 3B 1S
Reverse Frames "	Have Sluice Valves been examined and found efficient? —	Caulking	Cables (State if now ranged) yes
Longitudinals "	Have Watertight Doors been examined and found efficient? Yes	Treenails	" length 240 fthm diam 1 13/16 (on board)
Transverses "	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stemson	" Rule length 240 " size 1 11/16
Floors "	Air and Sounding Pipes Good	Transoms, Pointers & Crutches	Chain Locker Good
Keelsons "	Doubling Plates under Sounding Pipes Good	Timbers of Frame at openings	Hawsers & Warps —
Stringers "		" " at other places	Standing not examined Rigging Good
Inner Bottom Plating "		Stringers, Clamps & Shelves	Sails —
Have the Tanks been examined internally? Yes		Salting (State if examined.)	
Have the Tanks been tested? Yes			

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 so far as now seen is in good and efficient condition and eligible in my opinion to be classed 100 A-1 (contemplated) with notation S.S.N.Yk. 4,48 when the special survey is completed with date of drydocking 4,48.

Survey Fee (per Section 29) 1st entry \$900.00 : Fees applied for, Jun 2 1948
Special Damage or Repair Fee (if any) £ : Received by me, 19
Travelling Expenses (if chargeable) £ \$15.00 :
Second Surveyor's Fee (if any) Late fee £ \$10.00 :
Photostats \$ 5.00

Committee's Minute NEW YORK MAY 26 1948

Character Assigned 100 A1 Class contemplated

J.S. PARTLY HELD, S.O. LUT 1947, NYK 4. 2.8.48, T.S. 3,48

Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation

