

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 3/8/ 1946

When handed in at Local Office 3/8/ 1946

Port of BOMBAY.

No. in Reg. Book 2655

Survey held at BOMBAY

Date, First Survey 14/7/46

Last Survey 17/7/ 1946

(No. of Visits 4)

TONNAGE:—

GROSS 7320

UNDER DK. 6686

NET 5176

Built at Sunderland

By whom Short Bros. Ltd.

YEAR, MONTH.

When 1945 - 10

Owners Ministry of War Transport

Owners' Address

(If not already recorded in Appendix to Register Book).

Port belonging to Sunderland

Managers Andrew Lewis &amp; Co.

Surveyed Afloat or in Dry Dock? X D

Name of Dock Hughes SD

Destined Voyage

WB=Cell D Bor D Ba

feet; uE&amp;B

feet; f

feet

total capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

N.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 4141

Port LIS

Particulars of Classification (which must be inserted precisely as in Register Book and Supplements).

CHARACTER. + for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired	Machinery and Boiler surveys (including date of N.B., if any).
+10041-10,45 with freeboard.		+LMC-10,45 TSCL

Society's Freeboard (if assigned) as painted on Ship and now verified

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

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

IRS, OR EXAMINATION AS PER RULE, FOR

Condition

New Done:—

Vessel in dry dock. The bottom and rudder cleaned, examined and re-coated. Decks, hatches, casings and ventilators and steering gear examined.

In dry dock many shell plates were found to be corroded. The corrosion took various forms, there being local pitting, plain patches, whorls and scores. The Starboard from turn of bilge upto 11'-6" draught mark was affected for the whole length, the port side mainly from after end to amidships and also from turn of bilge up to 11'-6" draught mark and the bottom was affected in various but scattered places. The scores did not have the appearance of being caused by rubbing and in different places were at different angles except the scoring on plates C3, C4, D1 starboard side (all plates numbered from aft).

P.T.O.

Y OF DAMAGE REPAIRS:—

newed ..  
moved and Paired or Repaired ..  
red or Repaired in place ..

Shell Plates.

Frames.

R. Frames.

Floors and Bracket Floors

Beams.

Inner Bottom Plates.

Dk. Plates.

Other Items:—

CONDITION OF THE

Good

of Decks

Fastenings

Listing

in way of sidelights

Names

Plating

State if Tanks have been examined inside

State if Tanks now tested

Bulkheads

Ceiling

Cement or Asphalt

(State which.)

Rudder

Steering gear and its connections

Windlass

Have pumps now been examined and found efficient?

Have Sluice Valves now been examined and found efficient?

Have Watertight Doors now been examined and found efficient?

Have Ventilators and their Coamings been examined and found efficient?

Air and Sounding Pipes

Dbing. Plates under Sounding Pipes

Engine Room Skylights

Coal Bunkers, Open'gs, Lids, &amp;c.

Oil Bunkers

Scuppers

Cargo Hatchways

Hatches

Planking of Wood Vessels

Caulking

Treenails

Breasthooks &amp; Stems

Transoms Pointers &amp; Crutches

Timbers of Frame at openings

Ditto Ditto at other places

Stringers, Clamps &amp; Shells

Salting

(State if examined.)

Copper, or Y.M. of Wood Vessels

(State if on Felt.)

When put on, Month Year

Boats

Masts, Yards, &amp;c.

Condition, how ascertained

(State if wedges removed)

Sails

Equipment letter

Anchors, No. of

Chain Locker

Cables (State if now ranged)

length 280ft mean diamr. 2 1/4

(on board)

Rule length 270ft size 2

Hawser &amp; Warps

Standing and Running Rigging

al Observations, Opinion as to Class, Recommendation, &amp;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 survey, thus, for example:— "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of sr. No. 1-24 and pind 24, &c."

This vessel is eligible, in my opinion, to remain as classed with fresh record of Survey 7,46 subject to pitting and other corrosion on shell plates on starboard and port sides from turn of bilge up to 11'-6" mark on starboard side for whole length, on port side mainly on after half length and on isolated places on bottom being specially examined at next dry docking. Also pitted rivet points in way of affected side plating. Indented shell plate / No.3 from ford (s.s.) in 1st below sheer.

Per Section 29) CONDITION 2-135/-

Survey of Shell plates Rs. 60/-

Fees applied for,

3/8/ 1946.

Received by me,

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Penses (if chargeable)

Rs. 20/-

fee 14/7/46

Rs. 48/-

for's Fee (if any)

FRL 11 OCT 1946

Assigned

Write Only (Sph)



S.S. "EMPIRE HONDURAS"

These plates were scored in several places and the scores, several feet long, ran on the same direction. It is possible, therefore, that these scores were caused by the vessel running over a mooring buoy during August 1945. These scores and the others were about 1/2 inch wide with a maximum depth of 1/8 inch and the cross section of each was roughly that of a sector of a circle. The local pitting had a maximum depth of about 1/8 inch, the plain patches about 1/16 inch depth and the wholes also no more than 1/16 inch. The bottom plating and sides upto the 11 feet mark were entirely bare of paint and hundreds of rivet points in way of the affected side plates were corroded. Some points were corroded flush with the shell plating and others had one or more holes around the centre of each point.

Although a large number of shell plates are affected the vessel, in my opinion, is efficient but it is recommended that she be drydocked for further examination of the affected plates before the end of January 1947.

The affected plates were marked according to the ship's shell expansion plan and are as follows:-

PORT SIDE:- B 2,3,9

C 2,3,12,18

E(Main) 9, 11, 16, 17

E(Upper) 1,2

Total 14 plates.

F 15

STARBOARD SIDE:- A 9,18,19

B 3, 16, 17, 18

. . C 2, 3, 4, 6, 8, 13, 16, 17, 18

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

ANCHORS.

[illegible]

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

## CHAIN CABLES.

[illegible]

D 1, 4, 5, 6, 7, 11, 14, 18.

E(Main) 5,6,7,8,9,10,11,12,13,14,15,16,17,18

E(Upper) 1,2,3,4,5,6

Total 44 plates.

Both sides Total 58 plates.

A copy of the shell expansion with the affected plates marked F, S, or P & S, is enclosed herewith.

Shell plate No. 3 from for'd in 1st strake below sheer was found indented. No repair to this plate has been done and the plate, in my opinion, is still efficient.

~~P.T.O.~~ contd.

Bombay

s.s. "EMPIRE HONDURAS"

**S.R. LIST:-**

Hatch covers to Nos. 1 and 6 hatchways, 2nd deck, and where omitted at No.3 hatchway, have been fitted. Cargo battens are fitted. Defective rivets in way of No.2 Hold(p.s.) have now been made good.

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