

X  
LAST REPORT NO. 13 PORT KEL.

Yard No. -

Received by Chief Ship Surveyor  
mn

Received from Chief Ship Surveyor  
KARYATIS

VESSEL'S NAME "EMPIRE CONSENT"  
(ex "Eichberg")

REPORT CIP. No. 56144

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 "HANSA" type vessel was built in 1944 and classed with the Germanischer Lloyd.

Classification with this Society is desired.

A notation of "Examined L.R. 5.47" is assigned.

The notation is subject to repairs to shell plating (s.s.a) and keel plates forward (grounding) shell plating, etc. (p.s.f) (fire damage) at the first convenient opportunity, also to permanent repairs to indented sheerstrake etc. (s.s.f) (collision) at the earliest opportunity.

ACTION is DEFERRED for drydocking after grounding in River Elbe in January 1948.

Plans for this type of vessel have been examined in this Office and the scantlings and arrangements found equivalent to Rule requirements for the class 100A- with a freeboard corresponding to a normal draught of a vessel having a tonnage opening.

As "Improved Thomas Steel" has however been used in a number of important parts of the structure it was approved that provided the requirements for Vessels Not Built Under Survey and of a Periodical Special Survey be complied with a class of 100A- "With freeboard" "Subject to Annual Examination" could be assigned.

The CARDIFF Surveyors report (5.48), in a First Entry Report and Rpt. 8, the vessel placed in drydock, the scantlings and arrangements verified, and the requirements of the <sup>above</sup> Surveys complied with.

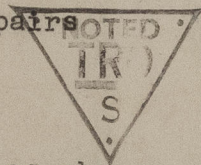
Bunker hatchway coamings renewed (p & s) and minor repairs carried out.

The tonnage opening has been closed.

On account of damage through grounding and collision, as above, permanent repairs to keel plating forward and to sheerstrake, bilge, side shell, deck and bulwark plating (s.s. amidships, f & a) effected.

No damage due to grounding in the River Elbe, as above, was found.

The equipment of anchors and chain cables now on board is short of one bower anchor, but otherwise it is equivalent to Rule requirements and has been retested at Lloyd's Proving House, Cardiff.





"EMPIRE CONSENT"

It is submitted the vessel is eligible to be classed 100A1 "With freeboard" "Subject to Annual Examination" with record of docking survey 5.48 and the notation of S.S. - 5.48, subject to permanent repairs to indented bottom plating (s.s.a) (grounding) and shell plating etc. (p.s.f) (fire damage) being effected at the first convenient opportunity and to (a bower anchor being supplied), but without other condition.

100A1 "With freeboard" "Subject to Annual Survey"  
5.48 Cff. ) subject  
S.S. Cff. - 5.48 ) without

Classed 5.48

2 Dks. "pt Elec. welded"  
Cell DB 244' 472t, FPT 57t, APT 92t  
FK, 5BH (Coll to Sh dk, 4 to 2nd dk), pt Cem., Lloyd's A & CP  
F 31'  
O.L. 301.2'  
E.S.D.  
"s"

IN S.R.L:

Part "Thomas" steel structure  
to be specially examined and  
reported upon annually.

Delete from S.R.L:

Dry docking (grounding).



*J.C.D.*  
14.7.48



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Foundation

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