

26 JUN 1948

No. 56,111H

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 25 June 1948 When handed in at Local Office 25 June 1948 Port of CARDIFF  
 No. in Survey held at CARDIFF Date, First Survey 13/4/48 Last Survey 31/5/1948  
 Reg. Book. on the ~~XXXXXX~~ Steel "EMPIRE CONSENT" (No. of Visits 18)

TONNAGE:— Built at KRIMPEN a/d YSEL By whom N.V.C. VAN der GIESSEN & ZONEN'S SCHPS. YEAR. MONTH.  
 GROSS 1942 Owners MINISTRY OF TRANSPORT. When 1944  
 UNDER DK 1408 Managers WITHERINGTON & EVERETT Owners' Address -  
 NET 964 Port belonging to LONDON. (If not already recorded in Appendix to Register Book)

Surveyed Afloat or in Dry Dock? Yes Name of Dock East D. Dk. & East Dk. Destined Voyage  
 Cell/Bor/Dba. feet; uE&B. feet; f. feet }  
 total capacity. tons. FPT. tons; APT. tons; MT. feet. tons. }

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 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. S. 21/4/48 & S. 12/5/48

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 } 8 ft. 7 1/2 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DRYDOCKING, CLASSIFICATION & DAMAGE.

Now done:- Vessel placed in dry dock, bottom and rudder, cleaned, examined and coated. Holds, 'tween decks, peaks, bunkers, engine and boiler spaces, chain locker and erection spaces cleaned, the steelwork examined, scaled and coated where necessary. Close ceiling removed in holds and bunkers as per rule requirements also spar ceiling and pipe casings, and replaced in good condition. Double bottom tanks, peak tanks examined internally, scaled and coated where necessary, tested to rule requirements and found tight. Decks, casings, hatchways and hatches, tarpaulins, battening arrangements, masts, rigging, anchors, cables (ranged), windlass, steering gear and its connections (telemotor), auxiliary gear, pumps, W.T. doors, general equipment, boats, ash shoot, plating in way of sidelights, ventilators and their coamings, air

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...	1 (Pt)	7 (Pt)					1 (Pt)	
Removed and Fair'd or Repaired	3	6			7			
Fair'd or Repaired in place ...	7						1	

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	Good	Good	Good	Good	Good	Good	When fitted Month Year
Caulking of Decks	"	"	"	"	"	"	
Coamings	"	"	"	"	"	"	
Beams & Fastenings	"	"	"	"	"	"	
Outside Plating	"	"	"	"	"	"	
" " in way of sidelights	"	"	"	"	"	"	
Frames	"	"	"	"	"	"	
Reverse Frames	"	"	"	"	"	"	
Longitudinals	"	"	"	"	"	"	
Transverses	"	"	"	"	"	"	
Floors	Good	"	"	"	"	"	
Keelsons	"	"	"	"	"	"	
Stringers	"	"	"	"	"	"	
Inner Bottom Plating	"	"	"	"	"	"	
Have the Tanks been examined internally	Yes	"	"	"	"	"	
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 is eligible in my opinion to be classed 100A1 "Subject to Annual Examination", with notation s.s. Cff - 5,48 and drydocking date 5,48, subject to permanent repairs to indented bottom plating (s.s.a) and shell plating (p.s.f.) (fire damage) at a convenient opportunity. (Bower anchor to supply)

Survey Fee (per Section 29) Classfn. £ 64 : 0 : 0 Fees applied for, 25 June 1948  
 Special Damage Survey Fee (if any) (per Sec. 29) £ 16 : 16 : 0 Received by me, 19  
 Travelling Expenses (if chargeable) £ : :  
 Second Surveyor's Fee (if any) £ : :  
 LICENCE CASE

Committee's Minute FRI. 23 JUL 1948  
 Character Assigned Assign 100A1 subject with freeboard subject to Annual Examination Lloyds ACCP  
S. 4.48 S.S. Cff. 5.48 Classed 6.48 Lmc 6.48 subject 2WTB S.L. FD

90442  
 JB

013950-013960-0094 1/2  
 Certificate required? If so, to be sent to



s.s. "EMPIRE CONSENT".

and sounding pipes examined and found or placed in good condition.

Freeboard markings verified.

The parts of the structure constructed of "Improved Thomas Steel" specially examined and found in good condition.

A Report 1 and Freeboard Renewal Report were forwarded on 10th. May 1948.

The two bower anchors, the stream anchor and chain cable on board have now been tested. The chain cable now made up into 15 fms. lengths, with two connecting lengths of 5 feet. An additional two lengths cable supplied, 75 fms. of 4½" wire for stream anchor, and 90 fms. of 4" wire towline also supplied. (Particulars as under)

The bottom in dry tank under boilers now cemented. No cement is fitted in the other double bottom tanks.

Wood pipe casings in bunkers now removed and replaced by steel casings.

Bunker hatch coamings (p. & s.) renewed to rule thickness.

Various minor repairs carried out as per Licence No. B1/1457.

Damage Repairs:-

Permanent repairs now carried out to damage stated sustained by collision with s.s. "Eastern Trader" in River Elbe on 5th. March 1948 (see also Kiel Rpt. No. 13).

Starboard Side No. 2. hold.

No. 3 sheer strake plate faired in place.

Nos. 4 & 5 sheer strake plates off, faired and replaced.

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

RETESTED.

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.	Cwts. qrs. lbs.	Cwts. qrs. lbs.					
23339	1st Bower	38	2 14			34	17	3 7	38	3 .	Gruson type		LPH-BG
23340	2nd "	37	1 14			34	0	2 14			Stockless		12-5-48
	3rd												F.W. Dovey.
	Collective Weight								110	. .			
23341	Stream	12	2 14			14	8	1 21			do.		do.
	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. Fathoms.	Diam. Ins.	Stability. Tons.	Breaking. Tons.	Supplied. Cwts. qrs. lbs.	Per Rule. Cwts. qrs. lbs.	Length. Fathoms.	Diam. Ins.			
0788	30 3/4	1 3/4	55 1/2	77 1/2	48 3 12	39 7/4	240 1 13/16		Stud	-	LPH-BG 13-5-48
Retest											F.W. Dovey
44483	21 5/8	1 3/4	"	"	351-3-18				"		do.
Iron Stream Cable or Steel Wire	75	4 1/2	58.6	400.3-2			75 4 1/2				
Towline	90	4	44.9				90 4				

Shell plate E.6 off, faired and replaced.

Shell plate D.4 cropped and part renewed.

Stringer plate cropped and part renewed.

Seven frames cropped and part renewed.

Seven upper deck beams cropped, faired and replaced, together with beam knees in way.

No. 3 bulwark plate off, faired and replaced.

Bulwark rail bar cropped, faired and refitted.

Nine bulwark stanchions off, faired and replaced.

(continued)

S.S. "EMPIRE CONSENT".

Starboard Side Amidships.

Nos. 6 & 7 sheer strake plates faired in place.

Deck stringer plate faired in place.

Bulwark plate in way off, faired and replaced.

Accommodation ladder and platform repaired.

Starboard Side No. 3 hold.

Nos. 9 & 10 sheer strake plates faired in place.

Six frames cropped, faired and replaced, together with beam knees in way.

Damage stated due to grounding in Alexandra Dock, Hull, subsequent to fire and flooding, Nos. 1 & 2 holds, on 11th. May 1946 (see also Hull report No. 53735).

Nos. 1 & 2 keel plates faired in place.

Damage stated due to grounding in River Elbe on 11th. January 1948 (Hamburg Report No. 527).

Bottom examined and no further damage noted.

*J. J. Jones*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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