WRECK SECTION
No. 580

Rpt. 8. (Received at London Office) 17 JAN 1949 No. 4007

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 4th Jan. 1949 When handed in at Local Office ..... 19 .... Port of PORT SAID

No. in Reg. Book. 388 ~~58014~~ Survey held at PORT SAID Date, First Survey 26.12.48 Last Survey 2.1.49 19 (No. of Visits 5)

on the ~~Wood, Iron or~~ Steel Tw. Sc. Steamer " EMPIRE HELFORD "

TONNAGE :— GROSS 6852 UNDER DK. 4843 NET 4207

Built at Glasgow By whom Barclay, Curle & Co Ld When YEAR 1915 MONTH 5

Owners Ministry of Transport Owners' Address (If not already recorded in Appendix to Register Book).

Managers Lamport & Holt Line, Ld Port belonging to London

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

CellDBorDBa ..... 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. 3975. Port Pod.

(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.

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

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
+100A1	+LMC 12,41
Shade dk 12,47	BS 12,47
Examined 12,47	CL 9,46
ssDnz No3-12,28	
ssDnz No2-37	

Society's Freeboard (if assigned) as painted on Ship and now verified 7 ft. 9 3/4 ins.

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? -

REPAIRS, OR EXAMINATION AS PER RULE, FOR General Examination for maintenance of class for a period of two months.

The case was in first instance given attention at the request of the Master and Owners Agents Messrs. Hull Blyth & Co as per copy of letter attached and on the 16th December 1948 I cabled the Society as follows:-

" EMPIRE HELFORD OWNERS REQUESTING TWO MONTHS EXTENSION LOAD LINE CERTIFICATE WHICH EXPIRES END DECEMBER GENERAL EXAMINATION NOTATION EXPIRES DECEMBER ALSO BOILER SURVEY DUE SEA TRANSPORT STATE VESSEL REQUIRED SPECIAL SERVICE AND IMPRACTICABLE DELAY VESSEL FOR SURVEYS CABLE INSTRUCTIONS."

The Society's cabled reply was received on the 18th December and read as follows:-

(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 Faired or Repaired								
Faired or Repaired in place ...								

PRESENT CONDITION OF THE

Decks Good
Caulking of Decks "
Coamings "
Beams & Fastenings "
Outside Plating "
" " in way of sidelights "
Frames As far as seen "
Reverse Frames " " "
Longitudinals " " "
Transverses " " "
Floors " " "
Keelsons " " "
Stringers " " "
Inner Bottom Plating See report
Have the Tanks been examined internally? No
Have the Tanks been tested? No

Bulkheads As far as seen-Good
Ceiling Not examined
Cement or ~~Asphalt~~ XXXX Good
Rudder As far as seen Good
Steering gear and its connections Good
Windlass Good
Have pumps been examined and found efficient? No
Have Sluice Valves been examined and found efficient? No
Have Watertight Doors been examined and found efficient? Yes
Have Ventilators and their Coamings been examined and found efficient? Yes
Air and Sounding Pipes Where Seen-Good
Doubling Plates under Sounding Pipes no exam.

Engine Room Skylights Good
Coal Bunkers, Openings, Covers, &c. Part seen Good.
Oil Bunkers -
Scuppers Good
Cargo Hatchways Good
Hatches Good
Planking
Caulking
Treenails
Breasthooks & Stemson
Transoms, Pointers & Crutches
Timbers of Frame at openings
" " at other places
Stringers, Clamps & Shelves
Salting
(State if examined.)

Copper, or Y.M. (State if on Felt.)
When fitted, Month Year
Boats Good
Masts, Yards, &c. Good
Condition, how ascertained From deck (State if wedges removed.) -
Equipment letter b+
Anchors, No. of 3B 2S
Cables (State if now ranged) no
length 255fms mean diamr. -
stated (on board) " Rule length 300fms Size 2 3/8"
Chain Locker part exam. Good
Hawsers & Warps Sufficient
Standing and Running Rigging Efficient
Sails -

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 condition and eligible in my opinion to remain as at present classed in the Register Book with fresh record of "Examined 1,49"(Two months). No4 D.B.Tank to be specially examined and wasted floors, intercostals and tank top plating to be dealt with at next survey due at the end of February 1949, meantime this tank not to be used for fresh water or salt water ballast. Also subject as per S.R.L.

Survey Fee (per Section 29) Gen. Exam.LE £ 40.000
Special Damage or Repair Fee (if any) (per Sec. 29) £ - Spec.atten.fee " 26.000
Travelling Expenses (if chargeable) £ " 1.800 Cost of cables " 1.880
Second Surveyor's Fee (if any) £ -

Fees applied for, 3.1. 1949
Received by me, - 19

G. de Noly
Surveyor to Lloyd's Register of Shipping.
FRI. 18 MAR 1949

Committee's Minute FRI. 11 FEB 1949

Character Assigned Deferred for SS + repairs (postponement to 2,49 approved)

"Laid up pending survey" with exts.

Rpts sent Lds 16/2/49

W1020-0015

Lloyd's Register Foundation

Tw.Sc. "EMPIRE HELFORD"

"EMPIRE HELFORD CLASS MAINTENANCE FURTHER TWO MONTHS APPROVED PROVIDED GENERAL EXAMINATION NOW HELD PAYING SPECIAL ATTENTION BUNKERS STRUCTURE BELOW BOILERS AND DECKS ETCAETERA STOP EXTEND LOAD LINE CERTIFICATE ACCORDINGLY IF ENTIRELY SATISFIED VESSELS CONDITION FOR PERIOD DESIRED"

On the 24th December a further cable was received from the Society which read as follows:-

"REMYCAB EMPIRE HELFORD EXAMINATION BUNKERS SO FAR AS PRACTICABLE DURING PRESENT SURVEY ACCEPTABLE FOR DESIRED CLASS MAINTENANCE."

I have also to acknowledge the receipt of air mail letters dated 17th and 23rd December the contents of which were noted and I have to state that the cost of all cablegrams will be collected from the vessel's local Agents.

The survey of the vessel has now been completed as per report hereunder:

NOW DONE:-

Shell plating above the light water line examined as far as practicable and found in good condition. The steelwork of the following spaces examined and found satisfactory for two months service:- Fore Peak Tank, forecastle store spaces, forward crew spaces, chain locker (part examined) No1 Cargo Hold (limbers part lifted) accommodation and store spaces in Nos 2,4,5 & 6 Cargo Holds, mess deck accommodation, boiler and machinery spaces. No3 Hold (reserve bunker) and forward Cross Bunker (both part full of coal) examined as far as practicable and found steelwork in satisfactory condition.

Structure under boilers specially examined and found in satisfactory condition for two months service only. Weather decks, ventilator and hatchway coamings together with their supports, covers and battening down arrangements, doors and fastenings

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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. If Patent state name of Patentee.	Makers.	Where and when tested and Superintendent. If Stockless, state Mechanical Test.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight																
	Stream.....																
	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.	Where and when tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.		Cwts. qrs. lbs.		Fathoms.	Ins.			
Iron Stream Chain or Steel Wire													

water tight doors, skylights, side scuttles, hawse pipes, masts and rigging, steering gear and windlass (tested under steam) and general equipment generally examined and found satisfactory and freeboard verified.

Remarks

No4 D.B.Tank (under boilers) examined internally and particularly in port tank noted several floors and intercostals wasted also the tank top plating hammer tested and found wasted and holed in several places. Pending permanent repairs it is considered that the tank should not be used for boiler feed water or salt waster ballast. Vessel is stated to be proceeding direct to the U.K. for overdue surveys and as a temporary measure holed tank top plating has been covered with light tack welded plate patches.

J.N.

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