

Name of Vessel. s.s. "BRITISH CONSUL"
 Port of Registry. London.
 Registered Tonnage. 6940-gross.

This is to certify that we the undersigned did on the 20th July, 1942 examine the temporary repairs to damage to above Vessel in way of Pump Room and Nos. 6 and 7 Main Tanks (Starboard)

We found:-

Two strakes of shell plating, immediately below top strake (starboard side) and extending from after end of No.5 Main Tank to forward end of No.8 Main Tank had been fabricated from the damaged shell plating and bolted and welded in place.

This was stiffened by a box girder fabricated of 12"x3" channels welded and bolted through deck of Summer Tank and fabricated shell plating.

The remainder of the opening in ship's side was planked with 3"x12" pitch pine planks fitted vertically and bolted at top and bottom to shell plating. This was stiffened by longitudinals of 6"x6" pitch pine also fabricated longitudinals made of the original bulb angles.

The whole side from inside turn of bilge to about the sixteen foot mark was reinforced by a concrete coffer dam in way of damage.

A concrete coffer dam was fitted to Transverse Bulkhead between Tanks 7 and 8 (Starbd.) from bottom shell plating to above damaged gusset plates and pipe line.

In way of damage to Summer Tanks a longitudinal had been fitted at inner edge of bottom of Summer Tank fabricated of heavy M.S. Piling and welded and bolted to bottom of Summer Tanks.

Crossbracing of heavy M.S. Piling fitted where necessary and gusseted and welded to longitudinals at damaged ship's side and centre Bulkheads.

A light false deck has been fitted in way of the damage to deck.

3" valves controlled from deck, have been fitted on the Transverse Bulkheads of No.8 and 9 Main Tanks and also on the Longitudinal Bulkheads of these Tanks,

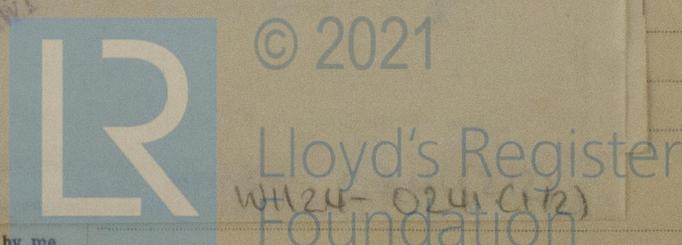
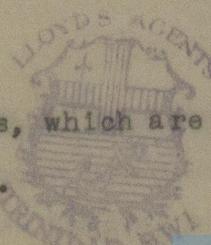
and a 7½"x5"x6" Duplex Pump has been fitted in bottom of No.9 Main Tank (port) controlled from deck to attend to leakage in Nos.8 and 9 Main Tanks (port and starboard)

A 7½"x5"x6" Duplex Pump has also been fitted in No.5 Main Tank starboard to attend to any leakage in that vicinity.

It was found on examination that the damage in the Port Pump Room was comparatively slight and arrangements have been made on the suggestion of the Chief Engineer to utilise the Port Cargo Pump which, with its connections have been temporarily repaired, (though under water) in an emergency. This has already been tested out and the pump worked satisfactorily.

In preparation for a trial trip the Vessel was ballasted as follows which was considered the most satisfactory trim for the voyage taking into consideration that Tanks 6 and 7 and the Pump Room were common and open to the sea.

- No.2 Main Tank full.
- No.4 -do-
- Pump Room 6 and 7 Main Tanks, which are common, flooded to sea level.
- No.5 Main Tank dry.
- Nos. 8 and 9 Main Tanks dry.



- 2 - LLOYD'S

On a trial run in the Gulf of Paria lasting approximately 4 hours the Main Engines and the Auxiliaries worked satisfactorily.
 The Steering Engine and Gear worked satisfactorily.
 Main Engines maximum revolutions were 62/64 r. per min. which gave a speed of approximately 7.2 knots.

CERTIFICATE.

From the above we certify that in our opinion the s.s. "BRITISH CONSUL" is now in a safe and seaworthy condition to proceed to a U.S.A. Port for docking and repairs.

A request for the appointment of a Surveyor has been received by us

James Inglis
Master

P.S. Robinson



Surveyors appointed by Lloyd's Agents.
 Port of Spain, Trinidad, B.W.I.
 23rd July 1942.

James Inglis and P.S. Robinson have been instructed by us to survey that vessel, and we believe confidence may be placed in their certificate, which is attached.

Issued without prejudice and subject to the terms, conditions and amount of the Policy of Insurance.

The following fees have been paid to us by the

Agent
 Messrs. J. Hoggins & Co. Ltd.

Agency Fee	210.00
Surveyor's Fees	90.00
Travelling Expenses		1100.00

(Signed)

Dated Port of Spain, Trinidad, B.W.I. this 23rd day of July 1942.

The attention of Lloyd's Agent is directed to page 46 of the General Regulations...
 The Surveyor's Report is to be attached to this form with a seal...
 prevent it from becoming detached.

YEAR 1924
 (fix to Register Book)
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