

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report Sept. 15. 41 When handed in at Local Office Sept. 16th. 41 Port of JACKSONVILLENo. in Survey held at Tampa, Florida. Date, First Survey Aug. 22nd. Last Survey Sept. 9th. 1941
Reg. Book. (No. of Visits) threeon the ~~Wrecked~~ Steel S.S. "EMPIRE KUDU"

TONNAGE:—

GROSS 6622UNDER DK. 5705NET 4082Built at Kearny, N.J.By whom Federal S.B. Co.When 1919MONTH. 3Owners Ministry of Shipping.

Owners' Address

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

Managers Watts, Watts & Co. Ltd.

Port belonging to

London.Surveyed Afloat or in Dry Dock? Afloat

Name of Dock

Destined Voyage Tampa to U.K.Cell DBor DBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

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

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. 116389. Port Liv.

(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.

CHARACTER.
* for Special Survey.
Date of last Survey and of Periodical Surveys.Machinery and Boiler Surveys
(Including date of N.B., if any).*100A1 12.40
Shelter dk. with
freeboard.*LMC MS 12.40
BS 3.41Reclassification
contemplated:

TS (CL) 11.40

Fitted for oil fuel 2,19

S.S. Mol No 3-12.40 F.P. above 150°R.

Examined 3.41

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

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

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

Lloyd's Agent.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Alterations to Chain Locker, Wear & Tear Repairs, and DAMAGE stated to have been caused through fire, on 3rd. September 1941, while moored at Tampa, Florida; For further particulars please see vessel's Log Books and copy of special damage report attached.

NOW DONE: Vessel examined afloat; Anchor chain cables removed from chain locker, and chain locker extended down to next deck (forepeak tank top) with same construction as existing locker, bulkhead plating 7/16", Stiffeners 2 1/2" x 7" x 3/8" channels, corner stiffeners 4" x 4" x 3/8" angles, Division bulkhead plating 1/2", deck cut out in way, drain connection relocated, chain locker recoated, 3 inch pine ceiling fitted, and locker hose-tested and proven tight, and all in good condition.

WEAR & TEAR REPAIRS:

Steering engine telemotor gear overhauled and placed in good condition, system recharged, steering engine and telemotor gear examined afterwards under working conditions and found in good order. One deck plate on after deck (s.s.) found thin at one corner and thickness restored by welding. One ventilator to engine space repaired. One scupper amidships (s.s.) repaired, one scupper on forecastle deck (p.s.) renewed, one scupper pipe from Pantry renewed. Heating coils in fore peak and after peak tanks repaired and part renewed, tested and proven in good condition. Several items on deck of a minor nature made good. Approximately 100 rivets in shell (s.s.) in way of Fore Peak caulked and welded, fore peak tested and found in order.

SUMMARY OF DAMAGE REPAIRS:—Renewed
Removed and Faired or Repaired
Faired or Repaired in place

Shell Plates.

Frames.

R. Frames.

Floors and Bracket Floors

Beams.

Inner Bottom Plates.

Dk. Plates.

Other Items:—

Stokehold electric wiring.
Several stokehold floorplates.
Stokehold floorplate bearers.**PRESENT CONDITION OF THE**Decks
Caulking of Decks
Coamings
Beams & Fastenings
Outside Plating
Frames
Reverse Frames
Longitudinals
Transverses
Floors
Keelsons
Stringers
Inner Bottom Plating
Have the Tanks been examined internally?
Have the Tanks been tested?Bulkheads
Ceiling
Cement or Asphalt
Rudder
Steering gear and its connections
Windlass
Have pumps been examined and found efficient?
Have Sluice Valves been examined and found efficient?
Have Watertight Doors been examined and found efficient?
Have Ventilators and their Coamings been examined and found efficient?
Air and Sounding Pipes
Doubling Plates under Sounding PipesEngine Room Skylights
Coal Bunkers, Openings, Covers, &c.
Oil Bunkers
Scuppers
Cargo Hatchways
Hatches
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

Masts, Yards, &c.

Condition, how ascertained
(State if wedges removed.)

Equipment letter

Anchors, No. of

Cables (State if now ranged)

" length mean diamr.
(on board)

" Rule length size

Chain Locker

Hawsers & Warps

Standing and Running Rigging

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 s.s. No. 1-38."

This vessel, so far as now seen, is in good and efficient condition, and will be eligible in my opinion to be reclassified in this Society when the survey has been carried out and completed, subject to solepiece of sternframe repair being specially examined at next docking.

Survey Fee (per Section 29) £ \$30.00
Special Damage or Repair Fee (if any) Repairs £ \$25.00
(per Sec. 29) DAMAGE £ \$50.00
Travelling Expenses (if chargeable) £ \$69.00
Second Surveyor's Fee (if any) £Fees applied for,
9th. Sep. 41
Received by me,
9th. Sep. 41

Committee's Minute

Character Assigned As now

NEW YORK SEP 24 1941

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W1128-0073

DAMAGE REPAIRS:

ENGINE ROOM & BOILER ROOM: Shell plating in way of boilers cleaned & coated.
D.B. Tank tops, engine and boiler seatings, boiler cradles, stokehold
floorplates and their bearers cleaned and recoated.
Several floorplates and bearers faired and placed in good condition.
Stokehold forward bulkhead and two ventilators cleaned and recoated.
Fire extinguishing apparatus placed in good condition.
Settling tank float indicator repaired.

Soberry

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

ANCHORS.

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

CHAIN CABLES.

[illegible]

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.

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Lloyd's Register
Foundation