

Rpt. 8.

(Received at London Office

26 AUG 1947

No. 115422

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 21st August 1947. When handed in at Local Office 22nd August 1947.

Port of LONDON.

No. in Survey held at LONDON (TILBURY) Date, First Survey 1st August 1947. Last Survey 19th August 1947.

Reg. Book. 23164. on the Wood, Iron or Steel T.S.S. "EMPIRE CEDRIC"

(No. of Visits FOUR)

TONNAGE :-
GROSS 4291.
UNDER DECK 4055.
9435.

Built at ESQUIMALT B.C. By whom YARROWS L.D.

When 1945 MONTH 11.

Owners MINISTRY OF TRANSPORT.

Owners' Address

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

Managers FRANK BUSTARD & SONS L.D.

Port belonging to LONDON.

or in Dry Dock? AFLOAT. Name of Dock TILBURY (3 SHED). Destined Voyage

feet: uE & B feet: f feet:
tons: FPT tons: APT tons: MT feet tons.

Alterations in the existing records of tanks should be inserted.

Alterations in the existing records should be underlined.

rt, No. 115134 Port Ldn

When held, must be reported in detail and serially in the terms of the Rules and Items remaining to complete the summary. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to wear and tear. Repairs due to wear and tear, besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the cause of Damage is reported the particulars should be clearly stated in the space provided on the back of this form, and initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has made a special damage report for this purpose and to whom and why they were declined.

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

EXAMINATION AS PER RULE, FOR FITTING OF NEW BOW DOORS. (MODIFIED DESIGN).

NATION OF NO 19 DB. TANK. (Copy of approved Plan attached.)

DONE :-

Bow Doors examined & found to have been constructed in accordance with the approved Plan. Workmanship & material are of good quality.

Bow Doors examined & operated when in place on board & found satisfactory.

NOTHING done at this time. Opportunity not afforded to examine items - vessel afloat. J.C. Brown

AGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Failed or Repaired								
Failed in place								

IN OF THE

Bulkheads	Engine Room Skylights.	Copper, or Y.M.
Ceiling	Coal Bunkers, Openings, Covers, &c.	(State if on Felt.)
Cement or Asphalt	Oil Bunkers	When fitted, Month
Rudder	Scuppers	Boats
Steering gear and its connections	Cargo Hatchways	Masts, Yards, &c.
Windlass	Hatches	Condition, how ascertained
Have pumps been examined and found efficient?	Planking	(State if plates removed.)
Have Sluice Valves been examined and found efficient?	Caulking	Equipment
Have Watertight Doors been examined and found efficient?	Treenails	Anchor, No. of
Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	Cables (State if now ranged)
Air and Sounding Pipes	Transoms, Pointers & Crutches	length mean diam.
Doubling Plates under Sounding Pipes	Timbers of Frame at openings	(on board.)
	" " at other places	Rule length size
	Stringers, Clamps & Shelves	Chain Locker
	Salting	Hawsers & Warps
	State if examined.	Standing and Running Rigging
		Sails

Observations, Opinion as to Class, Recommendation, &c. :-

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, 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," "to remain as classed and to have record of Survey, 1,38, and the notations of ss No. 1-38."

This vessel, as now seen, is in an efficient condition, and is eligible, in my opinion, to remain as classed without fresh record of survey. The vessel's class is subject to stiffening of stern as approved first opportunity and to permanent to indented bow plating (P+S). and to N° 19 DB being kept full or empty whilst at sea until same has been permanently dealt with by the end of November 1947.

Repair Fee (if any)	£	7	4	0
Travelling Expenses (if chargeable)	£			
Second Surveyor's Fee (if any)	£			

Fees applied for,

26 AUG 1947

Received by me,

19

Committee's Minute

Character Assigned

Write Own

As now, subject

Surveyors to Lloyd's Register of Shipping.



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Lloyd's Register
Foundation

EXAMINATION OF N° 19 D.B. TANK. on account of slight leakage
in tank top riveting thro' cause not stated

How done No. 19 D.B. Tank examined internally & the transverse beams found slightly distorted & riveting of same slack at several points in tank top connections.

As a temporary measure the riveting was caulked & the tank tested on completion & found satisfactory.

It is considered that permanent repairs can safely be deferred until the end of November 1947 subject to the N^o 19 D. B. tank being kept full or empty whilst at sea until permanently dealt with.

OK

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

ANCHORS.

No. of cate.	Anchors.*	WEIGHT, EL. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when test Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight																
	Stream.....																
	Kedge																

* If Patent state name of Patentee.

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

CHAIN CABLES.

[illegible]