

NOW NAMED "NICOYA"

(Received at London Office)

No. NW 442

REPORT OF SURVEY FOR REPAIRS, &c.

Writing Report. 16/7/47 19. When handed in at Local Office. 19. Port of Hamburg.
 Survey held at Hamburg Date, First Survey 31 - 1 - 46 Last Survey 18/7 1947
 on the Wood, Iron or Steel. "EMPIRE MOWDDACH" (ex Pontos) (No. of Visits 34)

Built at Vegesack By whom Bremer Vulkan When 1935 MONTH 10
 Owners Elders & Fyffes, Ltd. Owners' Address (If not already recorded in Appendix to Register Book).
 Managers Port belonging to London

ed Afloat or in Dry Dock? Both Name of Dock Blohm & Voss, Graving Dock Destined Voyage
 Capacity tons. FPT tons; APT tons; MT feet tons. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Report, No. Port
 Only alterations in the existing records of tanks should be inserted.
 B. All alterations in the existing records should be underlined.

age 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?

RS, OR EXAMINATION AS PER RULE, FOR Special Survey, in accordance with Rule Requirements for vessels 10 years
 and over, for classification in the Register Book, 100 A1 with Freeboard, for structural alterations in accordance
 Messrs. Deutsche Werft plans submitted for approval and approved on dates during 1946 and for repairs to hull,
 frame and rudder.
 al Survey: - Vessel placed in dry dock, bottom and rudder cleaned down, examined, found to be or now placed in
 condition and afterwards recoated.
 The holds and fore and aft peak tanks cleared, examined throughout and found in a satisfactory condition.
 Tank top plating, tank margin and bilges exposed, cleaned, examined and found in good condition.
 The fore and aft peak tanks and all double bottom tanks, port and starboard, cleaned, cement and bitumastic
 ed in tanks now to be used for the carriage of oil fuel for bunkers, the tanks examined internally and tested by
 d of water to the Load Line and found to be tight and sound and in good condition internally and externally.
 The upper deck wood sheathing part removed, deck in way found to be in a satisfactory condition and the
 hing afterwards part renewed and refitted. Machinery spaces and Tanks in way of tunnel aft examined and fitted. See letter 13.10.47
 The mast (fore mast only fitted), rigging, anchors and general equipment examined and found to be in an efficient
 tion.
 The hatch covers and supports throughout examined in position and found in good condition. All new wood covers
 d but these covers require to be fitted with galvanised steel bands in accordance with Notice No 1847.
 The ventilator coamings and covers examined and found to be efficient.

OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
owd ...	21							
oved and Faird or Repaired	20							
ed or Repaired in place ...	-							

CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Good	Good	Good	(State if on Felt.)
Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
"	Cement or Asphalt	Oil Bunkers	
"	Rudder	Scuppers	Boats to be fitted in the U.K.
"	Steering gear and its connections	Cargo Hatchways	Masts, Yards, &c. Foremast - good.
"	Windlass	Hatches	Condition, how ascertained Examination
"	Have pumps been examined and found effi-	Planking	(State if wedges removed.)
"	cient? Yes	Caulking	Equipment letter
"	Have Sluice Valves been examined and found	Treenails	Anchors, No. of 3 B. 1 S.
"	efficient? -	Breasthooks & Stemson	Cables (State if now ranged) ranged
"	Have Watertight Doors been examined and found	Transoms, Pointers & Crutches	" length 450 m mean diamr. 55m/m
"	efficient? Yes - tunnel	Timbers of Frame at openings	" Rule length size
"	Have Ventilators and their Coamings been	" at other places	Chain Locker Good
"	examined and found efficient? Yes	Stringers, Clamps & Shelves	Hawsers & Warps Efficient
"	Air and Sounding Pipes Efficient	Salting	Standing and Running Rigging Good
"	Doubling Plates under Sounding Pipes Yes	(State if examined.)	Sails

ral 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
 a 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
 vey, 138," or "to remain as classed and to have record of survey, 138, and the notations of ss No. 1-38."
 This vessel is eligible in my opinion to be classed 100 A 1 with freeboard, in the Register Book, with
 rd of S.S. Hamburg 7,47 and docking date of 4,47 when galvanised steel bands have been fitted to all wood
 n covers.

Alterations 157 : 10 : 0 Fees applied for,
 Hull Repairs 63 : 0 : 0
 Stern frame and rudder 126 : 0 : 0
 Expenses if chargeable
 vision of Owner's
 Specification 15 15 0
 Feb 1946 to July 1946.
 ittee's Minute
 ter Assigned
 See minute on Ham P.E. Rpt. 441

Received from
 London 10

Surveyor to Lloyd's Register of Shipping.



003357-003368-0040

The auxiliary steering gear (hand wheel aft) connected and found to be in order. The windlass, (electric), watertight door (tunnel), the air and sounding pipes examined and found in a satisfactory condition. Sounding pipes fitted with sounding plates and/or bottom of pipes blanked and perforated.

All Freeboard Requirements have been examined, found to be efficient and Report C 11, and C 11 (Comp.) partially prepared and forwarded to London Office.

The chain locker cleaned, examined internally, found in a satisfactory condition and recoated. The windlass and steering gear have also been examined under full working conditions with satisfactory results.

All new shell plating has been water tested and found to be tight.

Sub-division bulkheads, etc., have now been removed.
Repairs: - The following shell plates have now been dealt with on account of underwater explosion damage: -

From aft: - B 1, B 3, D 1, D 2, D 4, D 9, D 12, E 2, E 9. } removed, faired
Port - B 1, B 3, D 1, D 2, D 3, D 4, D 12, E 2, F 9, G 2, G 3. } and replaced 20
Starboard - B 1, B 3, D 1, D 2, D 3, D 4, D 12, E 2, F 9, G 2, G 3. } removed, faired and refitted.
Internal structure in way of above damage part renewed and part removed, faired and refitted.
60 feet of bulk head removed, faired and refitted.

The above rivets were located mainly in the upper landings of the strake of plating above the bilge strake, port and starboard, but a number were also located in the bottom plating forward, and in the keel plate butt straps.

The workmanship has been of high standard and the electrodes used were of approved type. Upon completion of welding the stern frame was heat treated over all. A new "Simplex" Balanced rudder has now been made in accordance with the original drawings and fitted, the rudder shaft being drawn from Deutsche Werft, pre-war stocks.

A new "Simplex" Balanced rudder has now been made in accordance with the original drawings/fitted, the rudder shaft being drawn from Deutsche Werft, pre-war stocks.

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.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight																
	Stream.....																
	Kedge																

* This is 1st, 2nd, or 3rd bower.

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

CHAIN CABLES.

[illegible]

As a result of the Special Survey now held it is submitted that the condition of this vessel is such that she may be assigned a class 100 A1 with freeboard in the Register Book, with record of S.S. Hamburg 7,47 and docking date of 4,47.

The following Hamburg Certificates are attached to this report: -

~~Certificate of~~
Report 10 (Provisional Load Line).
Report 10 (Resumé of present condition of vessel
embodying certificate for passage to
U.K. under her own power).