

NOW NAMED "NICOYA"

(Received at London Office)

No. NW/42

REPORT OF SURVEY FOR REPAIRS, &c.

Writing Report 16/7/47 ... 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) ... Built at Vegesack ... By whom Bremer Vulkan ... Owners Elders & Fyffes, Ltd. ... Port belonging to London

Capacity ... Particulars of Classification ... Only alterations in the existing records should be underlined.

Report, No. ... Port ... Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete

Was a damage report made by anyone else? if so, by whom? ... Society's Freeboard (if assigned) as painted on Ship and now verified

Special Survey, in accordance with Rule Requirements for vessels 10 years ... Messrs. Deutsche Werft plans submitted for approval and approved on dates during 1946 and for repairs to hull, frame and rudder.

Table with columns: OF DAMAGE REPAIRS, Shell Plates, Frames, R. Frames, Floors and Bracket Floors, Beams, Inner Bottom Plates, Dk. Plates, Other Items

Table with columns: CONDITION OF THE, Decks, Fastenings, Bulkheads, Ceiling, Cement or Asphalt, Rudder, Steering gear and its connections, Windlass, Engine Room Skylights, Coal Bunkers, Oil Bunkers, Scuppers, Cargo Hatchways, Hatches, Planking, Caulking, Treennails, Breasthooks & Stemson, Transoms, Pointers & Crutches, Timbers of Frame at openings, Stringers, Clamps & Shelves, Salting

General Observations, Opinion as to Class, Recommendation, &c. :- This vessel is eligible in my opinion to be classed 100 A 1 with freeboard, in the Register Book, with

Alterations 157 : 10 : 0 ... Hull Repairs 63 : 0 : 0 ... Stern frame and rudder 126 : 0 : 0

See minute on Nam P.E. Rpt. 441 ... Lloyd's Register of Shipping

003357-003368-0040

Is certificate required? If so, to be sent to



Contd.

S.S. "EMPIRE MOWDDACH"

The rudder, quadrant, steering gear, (electric) and its connections and control gear examined and found to be efficient.

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.

The shell plating internally, now prepared for re-insulating the vessel for carriage of refrigerated cargoes, has been examined and found in a satisfactory condition.

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 cables ranged for inspection and the anchors and chain cable found to be in an efficient condition.

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.

Alterations: - The forecastle deck has been lengthened and a poop deck has been built at this time in accordance with Deutsche Werft plans, forwarded to the London Office and approved during 1946. These alterations have been carried out under survey, the material used being of S.M. Open Hearth quality and checked against certificates and/or mill sheets. The workmanship was found to be of a high standard and maintained throughout the working period.

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

A new cargo door has now been made and fitted port and starboard sides of new cargo space contained in the lengthened forecastle, the ship's side in way efficiently compensated and the doors afterwards water tested and found in order.

Sub-division bulkheads previously erected in No 2 Hold and 'tween decks for the purpose of the vessel's war time commitments, have now been removed.

Repairs: - The following shell plates have now been dealt with on account of underwater explosion damage: -

From aft: - Keel plate Nos 1, 2 & 8. } new. 21
Port - A 5, B 2, B 9, C 1, C 2, C 3, C 4, C 9, G 4.
Starboard - A 5, B 2, B 9, C 1, C 2, C 3, C 4, C 9, F 2. }

From aft: - } removed, faired
Port - B 1, B 3, D 1, D 2, D 4, D 9, D 12, E 2, E 9. } 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. }

Internal structure in way of above damage part renewed and part removed, faired and refitted.

Port bilge keel: - approx. 60 feet of tee bar and 60 feet of bulb bar removed, faired and refitted.

Starboard bilge keel: - approx. 90 feet of tee bar and 95 feet of bulb bar renewed.

A large number of defective shell rivets renewed port and starboard - in all, approximately 4,750. Approximately 3,000 rivets tooled and 1,300 rivets cap welded.

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 stern frame (forging) has been removed ashore, prepared for welding where broken, and repaired by welding as shown in attached drawing.

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/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.

Table with columns: Number of Certificate, Anchors, Weight of Stock, Test per Certificate, Weight Required by Rule, Description of Anchor, Makers, Where and when tested and Superintendent.

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

CHAIN CABLES.

Table with columns: 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.

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: -

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



© 2020

Lloyd's Register Foundation

N.B. - If this Report is copied by Copying Press, special 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.