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by Chief Ship Surveyor.....

Received from Chief Ship Surveyor..... 10 OCT 1946

VES NAME "EMPIRE HONDURAS"

REPORT Bom.

No. 8294

arks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

The class is subject to vessel being examined in dry dock at the first convenient opportunity (striking buoy), to hatch covers at 2nd deck at Nos.1 & 6 hatchways and where omitted at No.3 hatchway and cargo battens being fitted at the first opportunity, to defective rivets in way of No.2 hold (p.s.) being dealt with at the next dry docking, also to (a bower anchor being supplied).

The BOMBAY Surveyors report (7.46) the vessel placed in dry dock and bottom coated.

On examination many plates were found to be corroded. The corrosion took various forms viz: local pitting, plain patches, whorls and scores. The starboard side from bilge up to 11'-6" draught mark was affected for the whole length, the port side being affected mainly from amidships aft. The bottom was affected in scattered places. The scores did not have the appearance of being caused by rubbing and in different places were running at different angles, except in the case of scoring on plates C.3 & 4 and D.1 (s.s. aft) which were several feet long running in the same direction and in the Surveyors' opinion may have been caused by running over a mooring buoy in August 1945 (see F.E. endorsement 25.11.45).

The scores generally were about $\frac{1}{2}$ " wide with a maximum depth of $\frac{1}{8}$ " and the cross section of each was roughly that of a sector of a circle. The local pitting had a maximum depth of about $\frac{1}{8}$ ". The plain corroded patches and whorls were about $\frac{1}{8}$ " deep.

The Surveyors also state that the bottom and side plating were entirely bare of paint and hundreds of rivet points in way of the affected areas were corroded, some points being corroded flush with the plating, others had one or more holes around centre of each point.

A total of 58 plates (p & s) were affected (plan attached to report shows localities).

The Surveyors consider the plating efficient meantime, but recommend the vessel be dry docked before the end of January 1947 for further examination of affected shell plating etc.

Shell plate No.3 from forward in 1st below sheer was found to be indented, but is considered efficient meantime.

The defective riveting in way of No.2 hold, as above, has been dealt with.

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(Apl.)

P.T.O.

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"EMPIRE HONDURAS"

Hatch covers at 2nd deck at Nos.1 & 6 hatchways and where omitted at No.3 hatchway, as above, have now been fitted.

Cargo battens, as above, now fitted.

It is submitted the vessel is worthy to remain as classed with record of docking survey 7.46 subject to pitted and corroded bottom and shell plating and riveting (p & s) being specially examined at the next dry docking, to permanent repairs to shell plate No.3 from forward in 1st below sheer (s.s.) at the first convenient opportunity and to (a bower anchor being supplied), but without other condition.

7.46 Bom. subject.
without.

*Mr Lewis to note -
Also to attend at next drydocking
if in U.K.*

*RSS
11/10/46.*

guy.

BTH

8.10.46.



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