

DISCLOSED SECTION

DISCLOSED SECTION No. 235

Rpt. 8

(Received at London Office...)

No. 124420

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report: 26/8/1946 When handed in at Local Office: 26/8/1946 Port of: London  
 No. in Survey held at Bllesmer Pt Eastham Date, First Survey: 19/8/46 Last Survey: 20/8/1946  
 Reg. Book: 72511 on the Wood, Iron or Steel S.S. Empire Conroy (No. of Visits: 2)

TONNAGE: — Built at Memel By whom Menelet Schiffsw When 1922  
 GROSS 1000 Owners Ministry of Transport Owners' Address London  
 UNDER DK. 772 Managers E. P. Hansen & Son (If not already recorded in Appendix to Register Book)  
 NET 433 Port belonging to London  
 Surveyed Afloat or in Dry Dock? Afloat Name of Dock Eastham Destined Voyage London  
 Cell/D/Bor/D/Bo... feet; uE & B... feet; f... feet  
 total capacity... tons. FPT... tons; APT... tons; MT... feet... tons.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 14091 Port Bel

(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.

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.

| CHARACTER.         | Machinery and Boiler Surveys (Including date of N.B., if any). |
|--------------------|--|
| Examined & R. 8.45 | B.5 8.45 (1856)  |
| 8.45               |  |

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Conclusion  
Was done: Vessel examined afloat at special request of Dutch Govt authorities to whom the vessel has been assigned as reparations. Generally examined as far as practicable holds & tween decks, machinery spaces & structure in way of boilers fore & aft peak spaces, decks, cabins, vents, hatchways & their closing appliances, general equipment & steering gear. It was pointed out that the shell deck plating was somewhat thin & the leading edges of the plating felt the runways; also that the general condition of freeboard surveys were not due. The Dutch authorities stated they required a certificate only of a voyage in ballast to Amsterdam where it was proposed to carry out extensive repairs (P.T.O.).

| SUMMARY OF DAMAGE REPAIRS:—    | Shell Plates. | Frames. | R. Frames. | Floors and Bracket Floors | Beams. | Inner Bottom Plates. | Dk. Plates. | Other Items:— |
|--------------------------------|---------------|---------|------------|---------------------------|--------|----------------------|-------------|---------------|
| Renewed ...                    |               |         |            |                           |        |                      |             |               |
| Removed and Faired or Repaired |               |         |            |                           |        |                      |             |               |
| Faired or Repaired in place    |               |         |            |                           |        |                      |             |               |

PRESENT CONDITION OF THE

|  |   |   |   |
|--|---|---|---|
| Decks <u>Efficient</u>                             | Bulkheads <u>Efficient</u>  | Engine Room Skylights <u>Efficient</u>    | Copper, or Y.M. <u>✓</u>                      |
| Caulking of Decks <u>do</u>                        | Ceiling <u>do</u>   | Coal Bunkers, Openings, Covers, <u>do</u> | (State if on Felt.)                           |
| Coamings <u>Efficient</u>                          | Cement or Asphalt <u>Not ed.</u>  | Oil Bunkers <u>None</u>                   | When fitted, Month <u>✓</u> Year <u>✓</u>     |
| Beams & Fastenings <u>"</u>                        | Rudder <u>do</u>  | Scuppers <u>Efficient</u>                 | Boats <u>Efficient</u>                        |
| Outside Plating <u>"</u>                           | Steering gear and its connections <u>Efficient</u>                                | Cargo Hatchways <u>do</u>                 | Masts, Yards, &c. <u>"</u>                    |
| " in way of sidelights <u>Not ed.</u>              | Windlass <u>do</u>  | Hatches <u>do</u>                         | Condition, how ascertained <u>From deck.</u>  |
| Frames <u>Efficient</u>                            | Have pumps been examined and found efficient? <u>No</u>                           | Planking <u>do</u>                        | Equipment letter <u>—</u>                     |
| Reverse Frames <u>Not ed</u>                       | Have Sluice Valves been examined and found efficient? <u>No</u>                   | Caulking <u>do</u>                        | Anchors, No. of <u>2-1</u>                    |
| Longitudinals <u>None</u>                          | Have Watertight Doors been examined and found efficient? <u>Yes</u>               | Treenails <u>do</u>                       | Cables (State if now ranged) <u>No</u>        |
| Transverses <u>None</u>                            | Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u> | Breasthooks & Stemson <u>do</u>           | " length <u>Not ed.</u>                       |
| Floors <u>Not ed</u>                               | Air and Sounding Pipes <u>Efficient</u>   | Transoms, Pointers & Cruitches <u>do</u>  | " (of bore) <u>do</u>                         |
| Keelsons <u>Not ed</u>                             | Doubling Plates under Sounding Pipes <u>Not ed</u>                                | Timbers of Frame at openings <u>do</u>    | " Rule length <u>Not ed</u>                   |
| Stringers <u>Efficient</u>                         |   | " at other places <u>do</u>               | Chain Locker <u>Not ed</u>                    |
| Inner Bottom Plating <u>do</u>                     |   | Stringers, Stamps & Shelves <u>do</u>     | Hawsers & Warps <u>Sufficient</u>             |
| Have the Tanks been examined internally? <u>No</u> |   | Salting (State if examined.) <u>do</u>    | Standing and Running Rigging <u>Efficient</u> |
| Have the Tanks been tested? <u>No</u>              |   |   | Sails <u>do</u>                               |

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 ss No. 1-38."

This vessel so far as was seen is in efficient condition & eligible in my opinion to remain as no class in the Register Book with fresh record of survey subject to the freeboard survey & local examination shortly due being carried out on arrival at Amsterdam to which port she is proceeding.

Survey Fee 55:0  
 Special Damage or Repair Fee (If any) 0:0  
 Travelling Expenses (if chargeable) 12:6  
 Second Surveyor's Fee (if any) 0:0

Fees applied for, 28 AUG 1946  
 Received by me, Harry S. Newton

Harry S. Newton  
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute As above  
 Character Assigned Subject

3 SEP 1946

Delete record of  
Examined L.R. 8.45  
write Rob

