

DISCLOSED SECTION No. 235
REPORT OF SURVEY FOR REPAIRS, &c.

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

TONNAGE: — Built at: Menel By whom: Menel Schiffsw
GROSS: 1000 Owners: Ministry of Transport Owners' Address: London & Co.
UNDER DK: 772 Managers: E. P. Rasmussen & Son Port belonging to: London.
NET: 433

Surveyed Afloat or in Dry Dock? Afloat Name of Dock: Eastham Dock Destined Voyage: —
Cell/Dor/Da: — feet; uE & B: — feet; f: — feet
total capacity: — tons. FPT: — tons; APT: — tons; MT: — tons. feet: — tons.
Only alterations in the existing records of tanks should be inserted.

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. ✓
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, casings, vents, hatchways & their closing appliances, general equipment & steering gear. It was pointed out that the shell & deck plating was somewhat thin & the landing edges of the plating below the minimum; also that the general examination & freeboard surveys were now due. The Dutch authorities stated that 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	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient
Decks	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient
Caulking of Decks	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient
Coamings	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient
Beams & Fastenings	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient
Outside Plating	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient
Frames	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient
Reverse Frames	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient
Longitudinals	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient
Transverses	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient
Floors	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient
Keelsons	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient
Stringers	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient
Inner Bottom Plating	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient
Have the Tanks been examined internally?	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient
Have the Tanks been tested?	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient	Efficient

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

Survey Fee: 55:00 Fees applied for: 28 AUG 1946
Special Damage or Repair Fee (if any): — Received by me: —
Travelling Expenses (if chargeable): 12:6.
Second Surveyor's Fee (if any): —
Committee's Minute: As now
Character Assigned: Subject.
Surveyor: Harry S. Newton
Date: 20 SEP 1946
Examiner: Deleke records
Write Rob

Lloyd's Register
Foundation