

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 19... When handed in at Local Office... 19... Port of LIVERPOOL

No. in Survey held at Brakenhead Date, First Survey 19th July Last Survey 29th Oct 1945

Reg. Book. 34558 on the Wood, Iron or Steel M.V. EMPIRE NIDD EX. "MINDEN" (13)

TONNAGE: Built at Danzig, Heligoland whom Danzig, Werft AB Genak & Co. When Completed 1937

GROSS 2942 Owners Ministry of War Transport Owners' Address London

UNDER DK 3948 Managers The Belair Line Ltd (If not already recorded in Appendix to Register Book)

NET 2644 Port belonging to London

Surveyed Afloat or in Dry Dock? Both Name of Dock Cummell & Co. Destined Voyage London

Cell/Dor/Dba... feet; uE & B... feet; f... feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity... tons. FPT... tons; APT... tons; MT... tons. } CHARACTER: \* for Special Survey, Date of last Survey and of Periodical Surveys. Machinery and Boiler Surveys (including date of N.E., if any).

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

Last Report, No. First Port Report

(Periodical Surveys, when held, must be reported in detail and seriatim 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 those 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. Offered Declined

Was a damage report made by anyone else? if so, by whom? not known.

REPAIRS, OR EXAMINATION AS PER RULE, FOR GENERAL EXAMINATION FOR CLASSIFICATION

CONTEMPLATED. (as per London letter dated 23rd June 1945)

NOW DONE:—Vessel in drydock shell plating & under cleaned, examined & recoated. Holds, tween decks, coal bunker space, structure under

denby boiler, fore aft peaks, machinery spaces, decks, casings, ash shoot ventilators, hatchways closing appliances, general equipment, steering gear & windlass generally examined & found

in placed in efficient condition. Anchors cables & rings.

A Freeboard Assignment survey now held & report on forwarded to London office, subsequently Freeboard markings verified and report

12(a) forwarded to London Office. 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 Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE	Decks	Bulkheads (Plates)	Efficient	Engine Room Skylights	Efficient	Copper, or Y.M. (State if on Felt)
Caulking of Decks	Efficient	Ceiling	Efficient	Coal Bunkers, Openings, Covers, &c.	Efficient	When fitted, Month Year
Coamings	Efficient	Cement or Asphalt	Not Exa.	Oil Bunkers	Not Exa.	Boats
Beams & Fastenings	Efficient	Rudder	Efficient	Scuppers	Efficient	Masts, Yards, &c.
Outside Plating	Efficient	Steering gear and its connections	Efficient	Cargo Hatchways	Efficient	Condition, how ascertained (State if wedges removed)
" in way of sidelights	Not Exa.	Windlass	Efficient	Hatches	Efficient	Equipment letter
Frames (Plates)	Efficient	Have pumps been examined and found efficient?	No	Planking	Efficient	Anchors, No. of
Reverse Frames	Not Exa.	Have Sluice Valves been examined and found efficient?	No	Caulking	Efficient	Cables (State if now ranged)
Longitudinals	Efficient	Have Watertight Doors been examined and found efficient?	No	Treenails	Efficient	" length
Transverses	Efficient	Have Ventilators and their Coamings been examined and found efficient?	Not Exa.	Breasthooks & Stemson	Efficient	" Rule length
Floors	Efficient	Air and Sounding Pipes	Not Exa.	Transoms, Pointers & Brutches	Efficient	Chain Locker
Keelsons	Efficient	Doubling Plates under Sounding Pipes	Efficient	Timbers of Frame at openings	Efficient	Hawsers & Warps
Stringers	Efficient			" at other places	Efficient	Standing and Running Rigging
Inner Bottom Plating (Plates)	Efficient			Stringers, Clamps & Shelves	Efficient	Sails
Have the Tanks been examined internally	Not Exa.			Splating (State if examined)	Efficient	
Have the Tanks been tested?	No				Not Exa.	

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, as per above, was in efficient condition and is eligible in my opinion to have a record of "examined L.R. 10.45" for a period of 12 months, subject to stem plating & under deck plating &c. being built with at the Owner's convenience.

Survey Fee (per Section 29)	GEN. EXAMIN. 13	Fees applied for	14 NOV 1945
Special Damage or Repair Fee (if any) (per Sec. 29)	6 6 0	Received by me,	
Travelling Expenses (if chargeable)			
Second Surveyor's Fee (if any)			

LIVERPOOL 20 NOV 1945  
Character Assigned: 10.45 BKN, Subject Examined L.R. 10.45 D.B.S. 10.45. (Upper 120 lb. Lower 105 lb.)  
Surveyor to Lloyd's Register of Shipping: W. Jackson



Sup

NO

If so, to be sent to

886

leaf

REPAIRS. Several odd shell rivets overhauled.  
 Several hatch covers renewed.  
 Other minor repairs effected.

DAMAGE. On examination of the vessel in drydock, it was noted the vessel had sustained several damages stated due to unknown contacts and enemy action, no particulars or log information being available.

The indentations and score marks were noted as per attached list and as a temporary measure the riveting in way of same overhauled as necessary and score marks built up by welding where required. A cement box had previously been fitted in way of the Stem indentations.

All temporary repairs considered efficient meantime and it is considered permanent repairs may be deferred to the owners' convenience.

EQUIPMENT. (Now on Board) 3 2 Bower and one Stream anchor.  
 270 260 faths (approx) 2 1/2" chain cable.  
 1 - 4 3/4" wire rope. 120 faths (approx)  
 1 - 4 1/4" " " 90 " "  
 1 - 2 1/2" " " 200 " "  
 2 - 2 1/2" " " 120 " "  
 2 - 3 1/2" " " 100 " "

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.			
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream.....															
	Kedge.....															

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

**CHAIN CABLES.**

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.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts.

6 - 8" Manila ropes 90 faths each.  
 No cable or anchor certificates were available or marks on shore discernable.

Report is issued as per copy attached in accordance with London letter dated 23.6.45.

N.B.—If this Report is copied by Copying Press, especial 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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

