

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 2nd June 1945 When handed in at Local Office... 22nd June 1945 Port of FREETOWN. 7 JUL 1945

No. in Reg. Book... 7401 on the Wood, Iron or Steel SS EMPIRE LIDDELL Date, First Survey 7th March Last Survey 13th June 1945

TONNAGE: GROSS 1425 UNDER DK 1060 NET 784 Built at Middlesbrough By whom N. Harbours & Docks When 1920 Owners Ministry of War Transport Managers Elder Dempster Lines Ltd Port belonging to London

Surveyed Afloat or in Dry Dock? Both Name of Dock Lays Destined Voyage L Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
100A1	MS 2.44
classification contemplated.	38 2.44
2.44	TS 2.44 not in RB.
EMAN 2.44	

Cell DBor DBa feet; uE & B feet; f feet total capacity tons. FPT tons; APT tons; MT 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. 51A Port Freetown (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 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. Master not required Was a damage report made by anyone else? if so, by whom? No

REPAIRS, OR EXAMINATION AS PER RULE, FOR General examination condition and W/T repairs now done for general examination. Hull placed on the floating dock and the keel bottom and rudder cleaned examined and coated. A general examination made of holds, bunkers, structure under baller fore and after peak tanks, machinery spaces, decks, casings ventilators, hatchways and closing appliances, general equipment, steering gear and windlass.

It was stated that during undocking operations a shell plate in A stoke (SS) in No 4 DB tank had cracked, this crack (longitudinal) examined and found to be 12 inches long, this plate in way slightly set up, internal structure not disturbed. It was stated that due

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		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	Good	Good	Good	Good	Good	When fitted, Month	Year
Caulking of Decks	Good	Good	Good	Good	Good		
Coamings	Good	Good	Good	Good	Good		
Beams & Fastenings	Good	Good	Good	Good	Good		
Outside Plating	Efficient	Good	Good	Good	Good		
" " in way of sidelights	Good	Good	Good	Good	Good		
Frames	Good	Have pumps been examined and found efficient?	Not exam	Planking	Good		
Reverse Frames	Good	Have Sluice Valves been examined and found efficient?	Not exam	Caulking	Good		
Longitudinals	Good	Have Watertight Doors been examined and found efficient?	Not exam	Treenails	Good		
Transverses	Good	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stenson	Good		
Floors	Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	Good		
Keelsons	Good	Doubling Plates under Sounding Pipes	Good	Timbers of Frame at openings	Good		
Stringers	Good			" " at other places	Good		
Inner Bottom Plating	Good			Stringers, Clamps & Shelves	Good		
Have the Tanks been examined internally?	No			Satting	Good		
Have the Tanks been tested?	No				Good		

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 now seen is in an efficient condition and eligible in my opinion to be retained as classed for a period of 12 months with fresh record of survey 6.45 and the notation "examined 6.45" subject to set up bottom plating at first opportunity; also subject to a shell plate in A stoke in way of No 4 DB tank (SS) being permanently repaired at next docking, to 135 fathoms chain cable being renewed at earliest opportunity.

Survey Fee (per Section 29)	Special Damage or Repair Fee (if any) (per Sec. 29)	Travelling Expenses (if chargeable)	Second Surveyor's Fee (if any)	Fees applied for, 20.6.1945	Received by me, 22.6.1945
Condition	RFS				
20 0 0	4 0 0				

Committee's Minute... Character Assigned... Deleted fig. 1 + record 100A - Class Contemplated 6.45 Freetown examined 6.45

23425 JUL 1945

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13.8.45 P 19.11.45 Ross



the floating dock being urgently required, the vessel could not be re-docked.

Now done for W & T repairs. The following shell plates found wasted and were renewed. Port side B2, E11 and F2. Starboard side C7, E2. Cover plates fitted over shell plates where locally wasted, A2, B8 (P.S.) and F2 (S.S.). The following deck plates renewed due to wastage, R.Q.D. Nos 1 and 2 stringer plates (P.S.) and Nos 1, 2 and 4 stringer plates, No 1 plate first strake in (S.S.). The following repairs carried out (Ward for wastage). Starboard horse pipe was pad renewed. Several ventilator coverings all decks renewed. Several hatch stays on Nos 1 and 2 hatches renewed. All fore and aft deck girders and brackets (also forming winch beds) (P+S) renewed. Bunker hatch covering (cross bunker) cropped and part renewed. Two cover plates fitted to piddley tops. Forecastle bulkhead cover plate fitted above base plating at centre. No 2 hatch, one hatch beam renewed, top angles on two hatch beams renewed. Several shrouds on all masts renewed (P+S). Several locks on casings doors repaired or renewed. Forepeak tank, several slack rivets in collision stiffener (at top) renewed. One parting beam renewed, and rivets renewed in beam below (S.S.). Several wood plugs for air gooseneck pipes renewed. Rudder parts renewed.

The above repairs were efficiently carried out.
 Four lengths (60 fathoms) of chain cable found $1\frac{1}{32}$ " mean

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.	lbs.			
	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.					
						Cwts.	qrs.			lbs.				Fathoms.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Fathoms.	Ins.		

diameter, rest of chain cable badly wasted and worn.
 It is recommended that a shell plate in A strake in way of No 4 DB tank being permanently repaired next docking, to 135 fathoms chain cable being renewed at earliest opportunity in the meanwhile they are considered efficient.

S.R.L. The set up bottom plating specially examined at this time and found efficient.

N.B. A foreboard renewal survey has been out at this time and the foreboard certificate extended for 12 months.

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.

