

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
 No. in Survey held at Lagos Date, First Survey 2nd March Last Survey 13th June 1945
 Reg. Book. 7404 on the Wood, Iron or Steel SS EMPIRE LIDDELL (No. of Visits...)

TONNAGE :—
 GROSS 1425
 UNDER DK. 1060
 NET 784

Built at Middlesbrough By whom N. Harcourt & Co. Ltd. When 1920
 Owners Ministry of War Transport Owners' Address (If not already recorded in Appendix to Register Book)
 Managers Elder Dempster Lines Ltd Port belonging to London

Surveyed Afloat or in Dry Dock? Both Name of Dock Lagos Destined Voyage L
 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 Har.

(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. Vessel placed on the floating dock and the hull bottom, rudder cleaned, examined and coated. A general examination made of holds, bunkers, structure under boiler 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 stroke (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 Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks <u>Good</u>	<u>Good</u>	<u>Good</u>	(State if on Bolt.)
Caulking of Decks <u>Good</u>	<u>Good</u>	<u>Good</u>	When fitted, Month Year
Coamings <u>Good</u>	<u>Good</u>	<u>Good</u>	
Beams & Fastenings <u>Good</u>	<u>Good</u>	<u>Good</u>	Boats <u>Good</u>
Outside Plating <u>Efficient</u>	<u>Good</u>	<u>Good</u>	Masts, Yards, &c. <u>Good</u>
" " In way of sidelights <u>Good</u>	<u>Good</u>	<u>Good</u>	Condition, how ascertained <u>from deck</u>
Frames <u>Good</u>	<u>Good</u>	<u>Good</u>	(State if wedges removed.)
Reverse Frames <u>Good</u>	<u>Not exam</u>	<u>Good</u>	Equipment letter <u>✓</u>
Longitudinals <u>Good</u>	<u>Have pumps been examined and found efficient? <u>Not exam</u></u>	<u>Good</u>	Anchors, No. of <u>3B 1S</u>
Transverses <u>Good</u>	<u>Have Sluice Valves been examined and found efficient? <u>Not exam</u></u>	<u>Good</u>	Cables (State if now ranged) <u>Yes</u>
Floors <u>Good</u>	<u>Have Watertight Doors been examined and found efficient? <u>Not exam</u></u>	<u>Good</u>	<u>See body of report. These</u>
Keelsons <u>Good</u>	<u>Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u></u>	<u>Good</u>	" length <u>240</u> mean diamr. <u>1 9/16</u>
Stringers <u>Good</u>	<u>Air and Sounding Pipes <u>Good</u></u>	<u>Good</u>	" Rule length <u>240</u> size <u>1 9/16</u>
Inner Bottom Plating <u>Good</u>	<u>Doubling Plates under Sounding Pipes <u>✓</u></u>	<u>Good</u>	Chair Locker <u>Good</u>
Have the Tanks been examined internally? <u>No</u>		<u>Good</u>	Hawsers & Warps <u>Good</u>
Have the Tanks been tested? <u>No</u>		<u>Good</u>	Standing and Running Rigging <u>Good</u>
		<u>Good</u>	Sails <u>✓</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 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 stroke 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) <u>Condition</u>	£ 20 : 0 : 0	Fees applied for, <u>DB tank (SS) being permanently repaired at next docking, to 135 fathoms chain cable being renewed at earliest opportunity.</u>
Special Damage or Repair Fee (if any) (per Sec. 29) <u>RFS</u>	£ 4 : 0 : 0	Received by me, <u>22.6.1945</u>
Travelling Expenses (if chargeable)	£ :	
Second Surveyor's Fee (if any)	£ :	

Committee's Minute

Character Assigned

White Iron 53.45 (CL) note 2SB180lb. B.S. 6.45 6.45 Hm Examined 6.45

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

to get so much darned as to spread the ink or to cause it to show through to the other side.

When Anchors or Cables are supplied, the particulars are to be reported in the following form.

ANCHORS.														Where and when tested and Superintendent.			
Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collected Weight																
	Stream.....																
	Kedge																

* If Patent state name of Patentee.
 If Stockless, state Mechanical Test.

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

[illegible]

It is recommended that a shell plate in A stroke in way of M4 DB tank being permanently repaired next docking, to 135 fathoms chain cable being renewed at earliest opportunity in the meanwhile they are considered efficient.

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