

Lloyd's Register of Shipping

Port 0 0 0

15th NOVEMBER, 1943.

This is to Certify that

D. A. MACFARLANE

the undersigned Surveyor to this Society did at the request of the Ministry of War Transport attend on board the Steel Screw Steamer "EMPIRE LIDDELL" ex "EMUCU" 1425 Gross Tons of 14008 whilst the vessel lay afloat in Lagos harbour on the 12th November and subsequently for the purpose of examining work already completed and recommending further repairs.

See Preliminary Report issued at Dakar on the 7th July, 1943.

FORECASTLE.

FURTHER RECOMMENDATIONS.

Wood Deck sheathing to be recaulked.
Several deck eye bolts to be renewed.
Anchor cables to be ranged and examined.
Fore Peak Air Pipe goose neck to be renewed.
Windlass to be completely overhauled.
Two ventilator coamings to be renewed.
Two Mushroom C.I. ventilators to be completely renewed.
Fore Mast Wedges to be removed, and mast in way to be thoroughly examined.
After starboard ventilator to No.1 Hold, coaming to be cropped and part renewed.
Ventilator cowls to be overhauled, wood plugs and canvas covers to be supplied.

FORECASTLE ACCOMMODATION.

All wood doors to be overhauled, locks to be fitted.
All side scuttles to be overhauled and made watertight.
Deck in way of chain locker runholes to be cropped and part renewed.
Cement box to be fitted at base of spurling pipes port and starboard.

FORE PEAK.

Upper and lower bulkhead horizontal stringers to have doubler plates fitted to wasted section.
Two breast hooks to be renewed.
This space to be water tested whilst vessel is in Dry Dock.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that : —
While the Committees of the Society use their best endeavours to ensure that the functions of the Society are executed, it is to be understood that neither the Society nor any Member of any of its Committees is under circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or of the Society.

No. 1 HOLD
COMPLETED.

Six deep deck brackets port and starboard renewed.
Two additional deep deck brackets fitted port and starboard.
Two side stringers fitted port and starboard, extending from collision bulkhead ^{TO BULKHEAD} between No. 1 & 2 Holds.
Port bilge brackets, 21 completely renewed, 36 margin angles and all gusset plates renewed, 6 additional gussets fitted.
Doubler plate fitted app. 10' 0" in length to tank margin plate.
Doubler plate fitted to after bulkhead port in way of bilge.
10 deep floor plates port, cropped and part renewed.
7 angle stiffeners fitted to No. 1 Tank end Aft.
Intercostal plates and top angles between 18 floors renewed.
12 intercostal top angles renewed.
Additional stiffeners fitted to 7 Skeleton floors.

FURTHER RECOMMENDATIONS.

STARBOARD.

14 bilge brackets to be renewed.
All bilge bracket gusset plates to be renewed and 6 additional to be fitted.
20 bilge bracket margin plate angles to be renewed.
7 deep floor plates with top angles to be cropped and part renewed.
17 intercostal plates and/or top angles to be renewed.
Ford bulkhead, cement box to be fitted in way of bilge.
Hatch coaming, Aft plate to be cut off and renewed.

BRIDGE ACCOMMODATION SPACE.

COMPLETED.

Forward casing, coaming plate and all loose rivets renewed.
Steel deck and wood sheathing completely renewed.
Aft. casing port section of coaming renewed.
6 brackets from deck to after casing renewed.
Side scuttles removed, doubler plates fitted and scuttles replaced.
Centre Pillars removed and beam fitted.

LOWER BRIDGE.

Coaming plate completely renewed.
Front casing in way of ports and windows cropped and part renewed.
Deck sheathing removed, (with exception section at waterway,) all corroded plates renewed.

No. 2 HOLD.

FURTHER RECOMMENDATIONS.

PORT.

2 deep floors to be part renewed.
3 deep floors to be completely renewed, and all defective top angles to be renewed as found necessary.
After bulkhead bottom brackets to be renewed.
All buckled or wasted intercostal plates and angles to be renewed.

STARBOARD.

One Strake Tank top plating to be ~~removed~~ removed, and all defective floors, intercostals, stiffeners, and angles to be dealt with as found necessary.



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REPAIRS.

Side stringers Port and Starboard fitted extending from fore to after
heads.
Bilge brackets port and starboard removed angle connections to margin
are renewed.
Bilge brackets port and 7 bilge brackets ~~plates~~ starboard completely
renewed.
Bilge bracket gusset plates port and starboard renewed, and 18 additional
gussets fitted.
Margin plate knuckle, local pitting in way of bilge brackets built
up by Electric welding.
Deck bulkhead brackets in way raised quarter deck cut off and flanged
brackets fitted, Aft Midship mast, brackets connection to Deck renewed.

ONE BUNKER.

WORK COMPLETED:

Preliminary Report.

RECOMMENDATIONS.

RECOMMENDED AT THIS TIME.

NO. 1 TANK.

Margin plate port and starboard in way of this space found to be thin
and holed in places, plate in way of holes to be patched vertical angles
between bilge brackets and additional gusset plates to be fitted.
Vertical stiffeners angles to be fitted where necessary to floors and
intercostals, Tank to be tested with a head of water. It is further
recommended that Tank be converted to a Dry Tank until such time ^{as it is} found
possible to carry out permanent repairs.

NO. 2 TANK.

Condition good, no repairs necessary.

NO. 3 TANK.

Condition good, no repairs necessary.

NO. 4 TANK.

Condition good, no repairs necessary.

COMPLETE THE SURVEY OF HULL.

Plating to be cleared and examined.
Rigging to be examined.
Hull to be placed in Dry dock, and all under water plating to be examined.
All plating to be drilled tested in way of wind and water strake, fore
and after peaks, bunkers, and midship.
Double bottom tanks to be tested according to rules, and made tight.
Hull to be examined whilst in Dry dock.
Valves to be opened up examined overhauled and replaced.
Deck Beams and closing appliances to be examined.
Mast and anchors to be freed and made workable.

CHIMNEY AND BOILERS.

WORK COMPLETED.

Steam Pipes removed and tested hydraulically to 360 lbs per sq. inch.
Feed pump, stool completely renewed.
Boiler mountings and valves opened up and put back in good order.
Main and auxiliary machinery opened up overhauled and put back in
good order.



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RECOMMENDED AT THIS TIME.BOILERS.PORT.

Reboiling in way centre furnace goose neck, lower side to be veed out and Electric welded.
Combustion Chamber back stay nuts to be renewed.

PORT AND STARBOARD.

Boiler manhole doors and flanging in way, to be built up by Electric welding.
Boilers to be hydraulic tested to WP x $1\frac{1}{2}$ and all defective smoke and stay tubes to be replaced.
No tube stoppers to be removed for examination and if spare tubes available two new tubes to be fitted.
All Combustion Chamber girders, to be removed and pitted sections in way to be built up by Electric welding.

NOTE:

The boilers are in good condition with the exception of the Combustion Chamber tops, which were found to be pitted, particularly in way of tube plates.

It is recommended that at some future convenient opportunity all smoke tubes be renewed and whilst this is being done, tubeplate should be built up by electric welding particularly in way of tubes.

All repairs already completed were examined and found to be satisfactory.

J.

R. O. MacFarlane
SURVEYOR TO LLOYD'S REGISTER.

See also L.A. Rep't 7620



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