

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 19th Sept. 45. When handed in at Local Office 19th Sept. 45. Port of MIDDLESBROUGH.

No. in Survey held at MIDDLESBROUGH. Date, First Survey 9th July, Last Survey 6th Sept. 1945.
(No. of Visits 13.)

Supp. Reg. Book.

37510

on the Wood, Iron or Steel

S.S. "EMPIRE ANNAN" (Ex. Masuren)

YEAR.

MONTH.

TONNAGE:-

Built at Danzig

By whom F. Schichau G.m.b.H.

When 1935

GROSS 2385

Owners Ministry of War Transport.

Owners' Address -

UNDER DEK 1861

Managers Crosby Son & Co. Ltd.

Port belonging to London.

NET 1298

Surveyed Afloat or in Dry Dock? Both Name of Dock Smith's Dry Dock & Destined Voyage

Cell DBor DBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

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
Survey.
(Including date of N.B., if any).

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

ast Report, No. FIRST Port REPORT

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.

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

Society's Freeboard (if assigned) as { 1 ft 5 ins.
painted on Ship and now verified }

Was a damage report made by anyone else? if so, by whom?

PAIRS, OR EXAMINATION AS PER RULE, FOR General Examination and Freeboard Assignment.

essel placed in dry dock, bottom, sternframe and rudder examined. Cables ranged and examined. olds, 'tween decks, and structure below boilers examined, machinery spaces, decks, casings, antilators, hatchways and closing appliances and general equipment examined. Fore and after aks and dry tank examined internally. Steering gear and windlass examined and tried under orking conditions.

en shell was examined, rivet points and E.F. & G strakes were found corroded. A sulphur print est of the rivets was taken and proved that rivets were of "rimmed" steel. (Please see our etter dated 25th July, 1945).

Repairs now effected.

out one thousand shell rivets found corroded now renewed (p & s) E.F. & G strakes. continued.

MARY OF DAMAGE REPAIRS:-

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed ...								
Removed and Faird or Repaired ...								
Faird or Repaired in place ...								

ENT CONDITION OF THE

good	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M. (State if on Felt.)
ing of Decks	Ceiling	good	Coal Bunkers, Openings, Covers, &c.	good	When fitted, Month Year
ngs	Cement or Asphalt	-	Oil Bunkers	-	Boats
& Fastenings	Rudder	good	Scuppers	good	not examined.
e Plating	Steering gear and its connections	good	Cargo Hatchways	good	Masts, Yards, &c.
in way of sidelights	Windlass	good	Hatches	good	good
Ext.	Have pumps been examined and found efficient?	good	Planking	-	Condition, how ascertained
e Frames	Have Sluice Valves been examined and found efficient?	-	Caulking	-	(State if wedges removed.)
udinals	Have Watertight Doors been examined and found efficient?	Yes	Treenails	-	Equipment letter
ers	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	-	Anchors, No. of
art examined.	Have Tanks been examined internally	As Rep. Yes	Transoms, Pointers & Crutches	-	3 B 1 S
is	Have Tanks been tested?	No	Timbers of Frame at openings	-	Cables (State if now ranged)
rt examined.	Air and Sounding Pipes	examined.	" " at other places	-	Yes
Bottom Plating	Doubling Plates under Sounding Pipes	-	Stringers, Clamps & Shelves	-	" length 234 mean diamr 1 1/2"
be Tanks been examined internally			Salting (State if examined.)	-	(on board 25th Oct 45)
be Tanks been tested?				-	" Rule length 51 1/2 size 5 1/2"
				-	Chain Locker
				-	good
				-	Hawsers & Warps
				-	sufficient.
				-	Standing and Running Rigging
				-	good
				-	Sails
				-	-

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 so far as now seen is in an efficient condition and is eligible for record of Survey 1,45. with notation Examined L.R. 9,45. for six months. Subject to examination of shell riveting and fore peak floors at next dry docking, also subject to permanent repairs to shell (s.s.) in way of No.2 hold at first convenient opportunity.

Survey Fee (per Section 29)	£ 10 : 0 : 0	Fees applied for, 20.9.19.45.
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 5 : 5 : 0	Received by me,
Travelling Expenses (if chargeable)	£ :	10.
Second Surveyor's Fee (if any)	£ :	

Committee's Minute

Character Assigned

FRI 2 NOV 1945

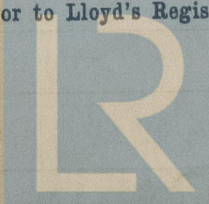
9.45 Indh. Subject (Lond)

Examined L.R. 9.45 (6 mos.)

BS 9.45 (230.6) Subject.

Thomas Hill

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

006845-006856-0108 1/2

Thomas Nell

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

[illegible]