

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report OCTOBER 3rd 1945 When handed in at Local Office OCTOBER 3rd 1945 Port of FALMOUTH
 No. in Survey held at FALMOUTH Date, First Survey SEPTEMBER 18th Last Survey SEPTEMBER 25th 1945
 Reg. Book. on the Wood Iron or Steel SS "EMPIRE FULHAM" (No. of Visits THREE)

TONNAGE: Built at NORTHWICH By whom W. J. YARWOOD & SONS (1935) LTD When 1944 MONTH 10th
 GROSS 222 Owners MINISTRY OF WAR TRANSPORT Owners' Address X
 UNDER DK 160 Managers T. PHILLIPS & CO LTD (If not already recorded in Appendix to Register Book)
 NET 77 Port belonging to LIVERPOOL

Surveyed Afloat or in Dry Dock? In Dry Dock Name of Dock SWAN LANE'S NO 2 DRY DOCK Destined Voyage HANDOVER SERVICE

Cell D Bord Ba 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. 121874 Port Lin.

(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.)

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 YES.

Society's Freeboard (if assigned) as painted on Ship and now verified } — ft. 9 ins.

Not at Present Required.

Was a damage report made by anyone else? if so, by whom? No.

REPAIRS, OR EXAMINATION AS PER RULE, FOR CONDITION & DAMAGE.

Not Done for Condition.

Vessel placed in Dry Dock. Bottom, stem frame & rudder cleaned, examined & re-coated.

Decks, casings, latches, latching, covers, coamings, ventilators, air pipes & all closing appliances, windlass, steering gear & general equipment examined & all found in efficient condition.

Annual Load Line Survey carried out at this time.

DAMAGE. The following damages were noted:—

(Please See Box)

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 (Pl. End.)	Engine Room Skylights	Copper, or Y.M.
Decks <u>Good</u>	<u>Efficient</u>	<u>Good</u>	(State if on Felt)
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 (Pl. End.) <u>Efficient</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>Efficient</u>	<u>Good</u>	<u>Good</u>	Condition, how ascertained <u>From Deck</u>
Frames (Pl. End.) <u>Efficient</u>	<u>Good</u>	<u>Good</u>	(State if wedges removed.)
Reverse Frames <u>Efficient</u>	<u>Good</u>	<u>Good</u>	Equipment letter <u>b</u>
Longitudinals <u>Good</u>	<u>Good</u>	<u>Good</u>	Anchors, No. of <u>28 15</u>
Transverses <u>Good</u>	<u>Good</u>	<u>Good</u>	Cables (State if now ranged) <u>to</u>
Floors <u>Good</u>	<u>Good</u>	<u>Good</u>	" length <u>Stated Correct</u>
Keelsons <u>Good</u>	<u>Good</u>	<u>Good</u>	" Rule length size
Stringers <u>Good</u>	<u>Good</u>	<u>Good</u>	Chain Locker <u>Good</u>
Inner Bottom Plating <u>Good</u>	<u>Good</u>	<u>Good</u>	Hawsers & Warps <u>Stated Efficient</u>
Have the Tanks been examined internally? <u>No</u>	<u>Good</u>	<u>Good</u>	Standing and Running Rigging
Have the Tanks been tested? <u>No</u>	<u>Good</u>	<u>Good</u>	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, as far as now seen, is in an efficient condition & eligible in my opinion to remain as classed with fresh record of docking 9.45. Subject to stem & stem plating; indented 1st & 2nd fore-castle sheer stake plating, deck in way & fore-castle fashion plates; indented 1st & 2nd sheer stake plating (1st & 2nd); indented A 4 & 4 keel plate in way; being repaired at the first opportunity.

Survey Fee (per Sect. on 29) £ : : Fees applied for, 4.10. 1945
 Special Damage or Repair Fee (if any) (per Sec. 29) £ 4 : 4 : 0 Received by me, 19.
 Travelling Expenses (if chargeable) £ : :
 Second Surveyor's Fee (if any) £ : :
 Committee's Minute. TUES. 6 NOV 1945
 Character Assigned. 9.45 Fal
 Subject

Surveyor to Lloyd's Register of Shipping.

008831 - 008838 - 0209

Lloyd's Register Foundation

① Stem: Stem box set over to starboard between 5'-6" mark & 11'-0" mark.
Stem plates in B, C, D & E Stree Strakes, buckled on port & starboard sides
in way of set over stem box.

② Forecastle: Top edge of forecastle ^{stake} ~~sheer~~ plates, moulding & water way angles on Port & Starboard sides set in generally; deck stringer plates in way of the foregoings, buckled at aft ends between beams & started on starboard side. Forecastle garboard plates on port & starboard sides buckled & mooring sides (p.s.) fractured

③ Shell & Bottom Plating.

Leak & Bottom Plating.

N-3 Plates from forward in sheer stroke on port & starboard sides, installed between frames (2 frame spaces each side).

between frames (2 frame spaces each row).
No. 4 Plate in A stroke foot ride set up between frames over 5 frame spaces; edge of reel plate slightly set up in way.

④ General A number of guard rail stanchions ^{slightly} buckled & 3 torn from deck.
Port side galley casing slightly set in.

The foregoing damages were specially examined & found to remain efficient for the present or repaired.

The Owner Superintendent stated that it was not at present feasible to furnish particulars regarding the occurrences of the Damages.

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																

Indicate whether it is a 1st, 2nd, or 3rd bower.

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

[illegible]

REPAIRS FOR DAMAGE.

REPAIRS FOR DAMAGE.
Aft end of starb. deck stringer plate fixed & electrically welded where started at aft end.

3 guard rail slatkins refastened to deck & electrically welded where
torn at deck.