

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 19... When handed in at Local Office... 19... Port of... Hull

No. in Reg. Book... 29210 Survey held at... Hull Date, First Survey... 24. 7. 45 Last Survey... 4. 10. 19 45

TONNAGE:- Built at... Wesermünde G. By whom... Deutsche S. u. M. Akt. When... 1939

GROSS... 2471 Owners... Ministry of War Transport Owners' Address... Managers... Prince Line Ltd

UNDER DK... 1704 Port belonging to... London

NET... 1321

Surveyed Afloat or in Dry Dock? both Name of Dock... Alexandra & Co. Limited Voyage...

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. 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.

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition, General Examination & Freeboard Assignment

Now done: Vessel placed in dry dock, bottom & rudder cleaned, examined and re-coated. A few scattered shell rivets caulked & minor repairs carried out by E.W. in rudder plates. Cables ranged & examined. Port lower anchor, found to be of unsuitable size, now replaced by 48 1/4 cwt stockless anchor (for particulars see over).

General Examination: As far as practicable the following parts have been generally examined, & the vessel found & placed in an efficient condition for a period of twelve months:—Holds, tween decks, oil bunkers externally, peaks, fore & aft peak tanks internally, machinery spaces, decks, casings, ventilators, hatchways & closing appliances.

SUMMARY OF DAMAGE REPAIRS:—

Shell Plates. Frames. R. Frames. Floors and Bracket Floors. Beams. Inner Bottom Plates. Dk. Plates. Other Items:—

Renewed Sheerstrake p.s. 1/2 3/4 in deck

Removed and Faird or Repaired

Faird or Repaired in place

PRESENT CONDITION OF THE

Good Bulkheads Good

Good Engine Room Skylights Good

Good Coal Bunkers, Openings, Covers, &c. Good

Good Oil Bunkers externally Good

Good Scuppers Good

Good Cargo Hatchways Good

Good Hatches Good

Good Planking Good

Good Caulking Good

Good Treenails Good

Good Breasthooks & Stimson Good

Good Transoms, Pointers & Crutches Good

"Empire Fort"

The following repairs have now been carried out: Fore peak tank top in way of damaged stem repaired by E.W. filling plate, patch on soft-rosed stem further welded internally & externally, tank tested and found satisfactory. Sheerstrake (p.s.) in way of N°3 hatch cropped & part renewed (damaged by blast), deck stringer ^{angle} part renewed, & upper deck stringer plate joined in place, bulwark plate renewed in way. Wood flat abreast tunnel at aft end N°4 hold (S.S.) part renewed & fractured steel bearer repaired by E.W. Tween deck scupper pipes, formerly led to open bilges, now carried through to engine room bilges & fitted with lever weighted cocks at lower ends. A number of wood hatch covers renewed, complete set of tarpaulins supplied, and sundry minor repairs carried out.

Report 10 issued as per copy attached.



ANCHORS.

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

CHAIN CABLES.

[illegible]

NOTE B — If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much unimpregnated as to spread the virus, or to spread the virus.

If Stockless, state mechanical loss.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.