

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report ..... 19... When handed in at Local Office 14 MAY 1940 Port of HULL  
 No. of Survey held at Hull Date, First Survey 26. 3. 40 Last Survey 12. 5. 1940  
 (No. of Visits 31)  
 in the Wood, Iron or Steel "EMPIRE GANNET" ex "LOUISIANAN"

TONNAGE:—  
 GROSS 5672 Built at Seattle, Washington By whom J. F. Guthrie & Co When 1919  
 UNDER DEK. 5168 Owners Ministry of Shipping Owners' Address .....  
 NET 3445 Managers Runciman (London) Ltd. Port belonging to London

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Alexandra Destined 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. .... Port .....

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.  
5. 11. 40 8. 11. 40 3. 5. 40

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   
 Society's Freeboard (if assigned) as painted on Ship and now verified } 56 ft. 4 3/4 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR 100 A1 Class Contemplated.  
Examined holds nos 1, 2, 4, 5, deep tank or no 3 hold port starboard internally, fore peak tank internally, fore peak spaces, after peak tank internally, after peak spaces, timber boards ceiling removed as required and port settling tank internally, bilges & limbers cleaned out fore aft, framing in peaks, holds, deep tanks, engine boiler spaces. Examined DB oil fuel tanks 1, 3, 6 internally (divided port starboard) and fresh water tanks no 4 (FPT) - no 4 DBT and fore aft peak tanks cemented, nos 1, 3, 6 DB oil fuel tanks uncoated. Examined superstructure, foremast & two decks, masts (no wedging), spars, rigging, lifeboats, hatchways, hatch covers, beams & supports, tarpaulins, cleats, battens, deck houses, coamings & coaming, ventilators, covers, W.T. door, air sounding P.T.O.

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		Copper, or Y.M. (State if on Felt.)	
Decks <u>Good</u>	Bulkheads <u>Good</u>	When fitted, Month <u>Year</u>	
Caulking of Decks .....	Ceiling .....	Boats <u>Good</u>	
Coamings .....	Cement <u>as required</u>	Masts, Yards, &c. ....	
Beams & Fastenings .....	Rudder <u>last 12'</u>	Condition, how ascertained <u>By eye</u>	
Outside Plating <u>last 12'</u>	Steering gear and its connections <u>last 12'</u>	(State if wedges removed) <u>none</u>	
" " in way of sidelights .....	Windlass .....	Equipment letter <u>Y</u>	
Frames <u>last 12'</u>	Have pumps been examined and found efficient? <u>last 12'</u>	Anchors, No. of <u>38 15</u>	
Reverse Frames .....	Have Sluice Valves been examined and found efficient? <u>last 12'</u>	Cables (State if now ranged) <u>not ranged</u>	
Longitudinals .....	Have Watertight Doors been examined and found efficient? <u>Yes</u>	" length (on board) mean diam. ....	
Transverses .....	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	" Rule length <u>270</u> size <u>2 3/16</u>	
Floors <u>last 12' good</u>	Air and Sounding Pipes <u>last 12' good</u>	Chain Locker <u>not 12'</u>	
Keelsons .....	Doubling Plates under Sounding Pipes .....	Hawsers & Warps <u>Good</u>	
Stringers <u>Good</u>		Standing and Running Rigging .....	
Inner Bottom Plating <u>last 12' good</u>		Sails .....	
Have the Tanks been examined internally <u>nos 1, 3, 4, 5, 6</u>			
Have the Tanks been tested? <u>NO</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, so far as seen, is in good condition and in my opinion eligible to be classed on completion of survey Ex'd 5.40

Survey Fee (per Section 20) .....	Fees applied for, .....
Special Damage or Repair Fee (if any) (per Sec. 20) .....	Received by me, .....
Travelling Expenses (if chargeable) .....	.....
Second Surveyor's Fee (if any) .....	.....

Committee's Minute .....  
 Character Assigned Class Contemplated  
Examined 5.40  
 Surveyor to Lloyd's Register of Shipping. W.S. Shields & J. P. Jones Juniper



Is Certificate required? If so, to be sent to

"EMPIRE GANNET" ex "LOUISIANAN"

pipes of DB tanks nos. 1, 3, 4, 6, dup tank, four cap peak tanks, including doubting plate under same.

Towboard particulars supplied by form C11 & C11 (Comp.)

Towboard Survey and Recommendations complete except the fitting of deck sockets and strong rails or bulwarks.

New York report no. 39935

Nothing done at this port to cement box in way of stem plate 81 (p 15) in fore peak tank, but same appears efficient.

To Complete S.S. Classification

Vessel to drydock. Bottom & rudder to examine. Sheelplating & riveting to measure for first entry particulars. Anchors, cables to range, and chain lockers to examine also general equipment, steering engine & gear, windlass, handpumps, sluice valve.

D.B. tanks nos 2 & 5 and Starboard settling tanks to examine internally.

D.B. tanks nos. 1, 2, 3, 4, 5, 6 and fore cap peak tanks and dup & settling tanks to test.

Strong rails or bulwarks and deck sockets to fit on vessel return to U.K. to conform to Towboard Recommendations.

A small cement box has been fitted to aft end of N° 6 DB tank P + S to cover a few leaky rivets.

This to be dealt with next drydocking.

W.S.S. & C.J.

Plating in way of sidegills - See present condition of

"Hole" in gunnery range oil P.P. above 150° F. in D.T. - see letter 21/5/40

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

ANCHORS.

Table with columns: Number of Certificate, Anchors, WEIGHT OF STOCK, TEST PER CERTIFICATE, WEIGHT REQUIRED BY RULE, Description of Anchor, Makers, Where and when tested and Superintendent.

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

CHAIN CABLES.

Table with columns: Number of Certificate, Length and size supplied, Test per Certificate, WEIGHT OF CHAIN CABLE, Length and size per Rule, Description, Makers of Cables, When and where tested and Superintendent.

R.H.-If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.