

(Received at London Office)

18 JUL 1945

No. 1073

# REPORT of SURVEY for REPAIRS, &c.

Survey Report 26/5/45 19 When handed in at Local Office 26/5/45 19 Port of KARACHI.  
Survey held at KARACHI. Date, First Survey March 1944 Last Survey 3/3/1945 19  
(No. of Visits 32)

on the ~~Wood~~ ~~Deck~~ Steel Screw Steamer "EMPIRE RAJA"  
NAME:— 6224 Built at Wesermunde-G By whom J.C. Tecklenborg A.G. When 1922-0  
Owners Ministry of War Transport Owners' Address -  
Managers P O S M Nav. Co. Port belonging to London

ed Afloat or in Dry Dock? afloat. Name of Dock - Destined Voyage  
Cell D Bor D Ba feet; uE&B feet; f feet  
Capacity tons. FPT tons; APT tons; MT feet tons.

All alterations in the existing records should be underlined.  
the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks  
Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner  
ing, especially in the boiler space.

Report, No. Port

ays, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs,  
in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of  
be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report,  
mmarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should  
ated in the space provided on the back of this form. State also the dates and initials of any letters respecting

ases where the Surveyor has not made a special damage report he is required to state whether he  
his services for this purpose and to whom and why they were declined

| CHARACTER<br>for Special Survey.<br>Date of last Survey and of<br>Periodical Surveys. | Years<br>Assigned<br>expired | Machinery and Boiler<br>surveys<br>(including date of N.B., if<br>any). |
|---|------------------------------|---|
| 100 A1-<br>(Classification<br>Contemplated)   |                              | B.S. 1,43   |
| 3.45.   |                              | T.S. (cl) 3,44  |
| Examined 1,43   |                              |   |
| 10.43   |                              |   |

Society's Freeboard (if assigned) as painted on Ship and now verified

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

RS, OR EXAMINATION AS PER RULE, FOR Part S.S.2nd No.3 for Classification and Demolition Dam.Reprs.

NOW DONE:- Vessel afloat; all holds, peaks, tween decks, bunker~~s~~ and machinery spaces  
cleared and all limbers lifted throughout. Steelwork including ash shoots and plating  
in way of the openings scaled, examined and recoated.

All double and peak tanks examined internally and tested to Rule Requirements.  
Top side tanks examined internally but, not tested.

Anchors, decks, masts and rigging, hatches steering gear and its rode and chains  
etc. rudder quadrant, Windlass, pumps, W.T.doors ventilators and their coamings, air  
and sounding pipes and general equipment examined and found or placed in good order.

Chain cables ranged, Chain locker examined and cable replaced.

Old freeboard verified.

P.T.O.

| DESCRIPTION OF DAMAGE REPAIRS:— | Shell Plates. | Frames. | B. Frames. | Floors and<br>Bracket Floors | Beams. | Inner Bottom<br>Plates. | Dk. Plates. | Other Items:— |
|---------------------------------|---------------|---------|------------|------------------------------|--------|-------------------------|-------------|---------------|
| Renewed                         |               |         |            |                              |        |                         |             |               |
| Removed and Faired or Repaired  |               |         |            |                              |        |                         |             |               |
| Repaired or Repaired in place   |               |         |            |                              |        |                         |             |               |

| CONDITION OF THE     | State if Tanks have been examined inside | Air and Sounding Pipes | Copper, or Y.M. of Wood Vessels<br>(State if on Felt.)<br>When put on, Month Year |
|----------------------|--|------------------------|---|
| of Decks             | Good                                     | Good                   | Good  |
| Fastenings           | Good                                     | Good                   | Good  |
| Plating              | Good                                     | Good                   | Good  |
| in way of sidelights | Good                                     | Good                   | Good  |
| Frames               | Good                                     | Good                   | Good  |
| Bottom Plating       | Good                                     | Good                   | Good  |

## 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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of  
survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss. No. 1-24 and ptnd 24, &c."

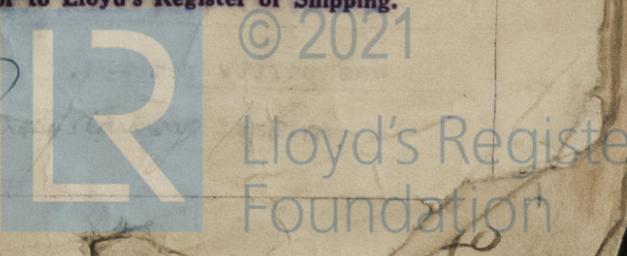
This vessel is eligible, in my opinion, to remain as classed without fresh record and to have  
notation "S.S.KAR.2ND NO.3-2,45 (classification contemplated) subject to examination in dry dock,  
to shell plating being drilled and to cement boxes in No.1 port bilge, No.2 starboard bilge  
and in No.6 tank(port side aft) being dealt with at the first opportunity, and to top side  
tanks not being used as tanks until tested,  
and to repairs to buckled floors in No.7  
first opp.

Fees (Per Section 29) S.S.2nd No.3 Rs. 1850/-  
Damage or Repair Fee (if any) Rs. 275/-  
Expenses (if chargeable) Rs. 122/-  
Surveyor's Fee (if any) £

Fees applied for, 1/6/1945  
Received by me,  
Surveyor to Lloyd's Register of Shipping.

FILE 5 OCT 1945

Committee's Minute  
Factor Assigned  
Write 15/11  
Delete Figure 3.45  
BS2.45



Is Certificate required? If so, to be sent to  
011062-011070-0135 1/2

S.S. "EMPIRE RAJA"

REPAIRS NOW DONE:-

No.1 Lower Hold:- Cement box fitted over holed shell plate(to be seen in dry dock)
No.1 Tween Deck:- Port side bulkhead plate doubled where corroded at bot tom.
No.2 Lower Hold:- Tank margin plates, port and starboard sides, found with many small and deep pit holes and with a few larger pitted areas. The small pit holes were filled by electric welding and welded doubling plates were fitted over the larger areas. The tank top was doubled between the brackets of the stiffeners on the forward bulkhead.

No.3 Lower Hold:- Tank top plating doubled across for whole breadth next to the after bulkhead, port and starboard sides and on starboard side one strake of plating next to the tunnel was renewed for about 13 ft. in length.
After bulkhead wing plates, port and starboard, renewed.

No.3 Tween Deck:- After bulkhead doubled where corroded at bottom on the port and starboard sides.

No.4 Lower Hold:-

Port Side:- Four gusset plates and two bilge brackets renewed.

Starboard Side:- One gusset plate renewed.

DECKS:-

Forecastle Deck:- This deck, covered by composition, was completely corroded. All the plating was renewed. An asphalt composition was laid on the new deck.

Main Deck:- In forecastle, 14 corroded deck plates were renewed.

Outside forecastle and around the entrance to forecastle 6 thin deck

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 Ex-Stock, Weight of Stock, Test per Certificate, Weight Required by Rule, Description of Anchor, Makers, Where and when tested and Superintendent.

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.

plates were renewed. Thin deck plates alongside No.1 hatch coaming, port and starboard sides, were cropped and partly renewed.
One thin deck plate at after end of No.1 hatch was renewed.
Abreast No.2 hatch, portside, one deck plate was cropped and partly renewed.
In bridge 6 thin deck plates in way of ash shoot and trimming hatches were renewed, starboard side.
On after well deck, outside port side E.R. entrance door, one badly pitted plate was partly renewed.
Abreast No.5 hatch, port and starboard sides, thin deck plates were partly renewed.

S.S. "EMPIRE RAJA"

At the after end of the hatch, the deck plating was renewed.

Bridge Deck:- This had been covered by a composition and two plates were partly renewed, one on starboard side and one on port side next to No.3 hatch, because of heavy pitting. Other corroded parts were covered by small welded doubling plates and the deck was recovered by an asphaltic composition.

Boat Deck:- This was a wood deck and was leaking badly. The wood was lifted, a light steel deck was laid on the port and starboard sides and the wood deck relaid.

Upper Bridge Deck:- Around the Captain's Cabin twelve thin deck plates were renewed, deck above two deck plates on starboard side of chartroom, were renewed.

Lower Deck:- Deck plating found thin in scuppers abreast No.6 hatch and also adjacent hatch, scuppers doubled where thin and plating adjacent to hatch partly renewed.

BUNKERS:- Thin saddle back plates renewed.

Bunker trimming hatches, in bridge space, renewed.

Coal trunks, leading down from bridge space, partly renewed.

TANKS:- The after peak tank was specially examined. The forward bulkhead is stepped and the lower part of the bulkhead, found to be thinner than the other parts, was fitted with two extra horizontal bulb stiffeners. One deep floor was also stiffened and the tank was tested by a head of water up to the poop deck and found tight and sound.

RIGGING:- All mast stays, bottle screws and shackles were removed and tested.

STEERING GEAR:- All rods and chains annealed and tested.

ACCOMMODATION:- All accommodation on board was in a verminous condition and all wood work and linings were entirely stripped and renewed.

Repairs were effected to defective casing plates where found necessary.

DAMAGE REPAIRS:-

NOW DONE:- ( See Report 10 dated February 1944 at Suez).

COLLISION:-

Starboard Side in way of No.2 hatch:- One sheer strake plate removed, faired and refitted.

One bulwark plate removed, faired and refitted. One bulwark plate faired in place.

Riser plate from bulwark to bridge front faired in place.

Bent bulwark rails removed, faired and refitted and six stanchion sockets renewed.

Bulkhead at forward end of No.2 tween deck faired in place (in way of sheer strake plate) and ten defective rivets renewed.

One air pipe goose neck renewed.

Part of accommodation ladder and platform renewed.

GROUNDING:- Defective rivets in No.7 double bottom tank buckled floors renewed.

Cement box fitted in No.6 double bottom tank against the after W.T. division port side to stop leakage from No.7 tank.

To complete 2nd S.S.No.3 the vessel requires to be examined in dry dock and shell plating being drilled and cement boxes in No.1 port bilge, No.2 starboard bilge and in No.6 tank(port side aft) being dealt with at the first oppo. and top side tanks not being used as tanks until tested, also repairs to buckled floors in No.7 tank first opp.

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

SEE THE SURVEYORS ARE REQUESTED NOT TO WRITE ABOVE

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