

1 APR 1942

H.M

No. 21491

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 27/3/1942 When handed in at Local Office 27/3/1942 Port of Glasgow
 No. in Survey held at Port Glasgow Date, First Survey 25/2/42 Last Survey 23/3/1942
 Reg. Book. 14505 on the Wood, Iron or Steel Empire Birch (No. of Vessels) (9)

TONNAGE:— Built at Glasgow By whom Henry Scott & Co When 1941 MONTH 12
 GROSS 245 Owners Ministry of War Transport Owners' Address Hull
 UNDER DECK 229 Managers Hull Port belonging to Hull
 NET 16

Surveyed Afloat or in Dry Dock? Both Name of Dock Port Glasgow Destined Voyage ✓
 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. 100163 Port Nwc.

(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.)

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 ✓ ft. ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated due to (1) collision with wharf at Port Ashauq. on the 10th February 1942 + (2) touching ground whilst passing through the Crinan Canal on a voyage from Newcastle on Tyne to Glasgow.

Now Done: (1) Vessel placed in drydock bottom & rudder cleaned examined & recoated as necessary.

The stem bar was found to be bent over to port & plating P.S. in way badly buckled.

The stem bar was cropped at 'c' & strake & upper portion removed, fairid & replaced, & butt electric welded.

Owing to the distortion of the fore end structure (the fore peak tank

P.F.O.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	2. & part 2 DEC.						1 part.	see report.
Removed and Faird or Repaired								
Faird or Repaired in place								

PRESENT CONDITION OF THE

Decks	Good	Bulkheads	(part 24)	Good	Engine Room Skylights	Good	Copper, or Y.M.	(State if on Boat)
Caulking of Decks		Ceiling			Coal Bunkers, Openings, Covers, &c.		When fitted, Month	Year
Coamings		Cement on Deck			Oil Bunkers		Boats	Good
Beams & Fastenings	(part 24)	Rudder		Good	Scuppers	Good	Masts, Yards, &c.	
Outside Plating		Steering gear and its connections			Cargo Hatchways		Condition, how ascertained	from deck
" " in way of sidelights		Windlass			Hatches		(State if wedges removed.)	
Frames	(part 24)	Have pumps been examined and found efficient?			Planking		Equipment letter	
Reverse Frames		Have Sluice Valves been examined and found efficient?			Caulking		Anchors, No. of	28.
Longitudinals		Have Watertight Doors been examined and found efficient?			Treenails		Cables (State if now ranged)	no
Transverses		Have Ventilators and their Coamings been examined and found efficient?			Breasthooks & Stemson		" length (on board)	mean diamr.
Floors		Doubling Plates under Sounding Pipes			Transoms, Pointers & Crutches		" Rule length	size
Keelsons					Timbers of Frame at openings		Chain Locker	
Stringers					" " at other places		Hawsers & Warps	Sufficient
Inner Bottom Plating					Stringers, Clamps & Shelves		Standing and Running Rigging	Efficient
Have the Tanks been examined internally	See Report				Sanding	(State if examined.)	Sails	
Have the Tanks been tested?	See Report							

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 is eligible, in our opinion, to remain as classed with fresh record of survey 3,42 subject as at present to permanent repairs to upper deck plating & shell plating P.S. in way of Fore Peak Tank & Fore Peak Bulkhead being effected at owners' convenience.

Survey Fee (per Section 20)	£	:	:	Fees applied for, 28 th MAR 1942
Special Damage or Repair Fee (if any) (per Sec. 20)	£	6	6	0
Travelling Expenses (if chargeable)	£	:	:	Received by me, 19
Second Surveyor's Fee (if any)	£	:	:	

Committee's Minute

GLASGOW 31 MAR 1942

Character Assigned

100A1 subject for towing services

3.42

Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register Foundation

W1185-0004

Empire Bureh (2)

It is taken that the carving name is not so much lamped as to spread the ink, or to cause it to show through to the other side.

(2) about 150 keel rivets in way of Engine Room renewed & caulking made good as required.

Examined propeller and outside fittings of under water fittings. Wear down $\frac{1}{16}$ ". M. Caldwell

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

ANCHORS.

[illegible]

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

CHAIN CABLES.

[illegible]