

REPORT OF SURVEY FOR REPAIRS, &c.

Writing Report: 4-5 1942 When handed in at Local Office: 11 MAY 1942 Port of LONDON
Survey held at LONDON Date, First Survey 24 April Last Survey 30 April 1942
(No. of Visits 3)

On the Wood, Iron or Steel SC S. EMMY
Built at Middlesbrough By whom Sir Raylton Dixon Co. Ltd When 1914
Capacity: 3895 tons. u&B Owners: A. Vergottis Owners' Address: 13 St. John's Lane, London E.C. 4
DK: 3687 Managers: Managers Port belonging to Argostoli
2476

Yield Afloat or in Dry Dock? Yes Name of Dock Lilbury Dry Dock Destined Voyage to Argostoli
BorDBa u&B feet; u&B feet; u&B feet
Capacity 3895 tons; FPT tons; APT tons; MT tons

Only alterations in the existing records of tanks should be inserted.
All alterations in the existing records should be underlined.
Report, No 3940 Port Lfx.

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to be reported should be summarised. State clearly the cause of repairs, if any, and, in detail, the nature and extent of repairs 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 stated 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 of this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has made his services for this purpose and to whom and why they were declined yes, not
Was a damage report made by anyone else? if so, by whom? Underwriters Surveyors

OR EXAMINATION AS PER RULE, FOR Damage stated sustained during heavy weather on 26 November, 1941, and 18th December, 1941, whilst on a voyage from the Red Kingdom to Malana N.F.L. Please also see St. John's N.F.L. Surveyor's Report.
Done: Vessel placed in drydock, bottom, rudders cleaned, examined and tested. The following plates were found wasted and fractured and as a temporary expedient to allow vessel to continue in service, welded doubling plates were now fitted. It is recommended that these plates be permanently repaired or renewed at the first convenient opportunity.

caused:- Steels in E.F. stoke (in way of forepeak tank) fractured in way of nos 1 frame, between nos 13 frames and at nos 7 frames. Steel plate F. 1. fractured in way of nos 11, 13 & 15 frames (in hold). Steel plate G. 6, fractured at top forward corner of plate (in hold) (P.T.O)

OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beam	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Red								
Red and Paired or Repaired								
Red or Repaired in place								

CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks <u>good</u>	✓	✓	✓	✓	✓	✓	When fitted, Month Year
Stenings <u>good</u>	✓	✓	✓	✓	✓	✓	Boats <u>good</u>
in way of side lights	✓	✓	✓	✓	✓	✓	Masts, Yards, &c. <u>good</u>
✓	✓	✓	✓	✓	✓	✓	Condition, how ascertained <u>hand deck</u> (State if wedges removed.)
✓	✓	✓	✓	✓	✓	✓	Equipment letter <u>X</u>
✓	✓	✓	✓	✓	✓	✓	Anchors, No. of <u>2-1</u>
✓	✓	✓	✓	✓	✓	✓	Cables (State if now ranged)
✓	✓	✓	✓	✓	✓	✓	length <u>240</u> mean diamr <u>2"</u> (on board)
✓	✓	✓	✓	✓	✓	✓	Rule length <u>240</u> size <u>2 3/16</u>
✓	✓	✓	✓	✓	✓	✓	Chain Locker <u>✓</u>
✓	✓	✓	✓	✓	✓	✓	Hawsers & Warps <u>Sufficient</u>
✓	✓	✓	✓	✓	✓	✓	Standing and Running Rigging <u>good</u>
✓	✓	✓	✓	✓	✓	✓	Sails <u>good</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 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."
Vessel is eligible in my opinion to remain as classed without fresh record of survey, subject to plates F. 1, steels in way of EF stokes (nos 5 fwd), G. 6, H. 1 & S. S. P. also to inserted bottom plating at aft end of DEK, plating frames, deck plating (SS) also upper deck hatch side coaming at nos 2 & 4 hatchways, to permanently repair at aft opp. hatchway in mid stoke below shell (SS) EW. 10.39, to specially examine next docking. Port bow anchor to cut for weight to replace by one of proper weight and test at 1st opportunity. (Bow anchor to supply)

Fees applied for, 6 6 0
Received by me, J. M. Wilson
Surveyor to Lloyd's Register of Shipping.

Committee's Minute 1000 subject
Character Assigned 1000 subject
FRI. 12 JUN 1942



S.S. EMMY.

Damage continued (starboard side)

Shell plate H1 fractured in one place (in chain locker). Shell plate J1 fractured in way of No 2 frame.

Port side: - Steel in way of E E strake fractured in way of Nos 4 & 6 frames.

Shell plate F1 fractured in way of frame no 12. Plates adjoining these fractures examined & found to continue efficient.

Port side in way of engine room ledge. A number of rivets of shell plate D4 from aft found to be leaking freely. 12 rivets now renewed, others caulked & welded. Repair tested on completion & found in order. (Note this is in way of old bottom damage).

Port & starboard spurting pipes, old clips at top of pipes found to have slipped down, clips now refitted and welded to pipe. Cement fillets on main deck around pipes renewed. And pipes repaired by welded doublers.

Handrails on port side of bridge deck fixed.

Two planks and heading of starboard lifeboat platform renewed.

Steering gear brackets & rods carrying steering gear rods from bridge deck to poop deck across aft well deck refastened to deck. 2 new lengths of steering chain placed on board. These lengths to replace those lengths of chain fitted at St. Johns N.F.L.

S.R. List. Indented bottom plating etc, abaft No 1 D.B.T. fore side plating, frames, deck plating

S.S. also upper deck hatchways, side coaming at No 2 hatchway. Plate between strake below deck (p.s.) (E.W. 10139). These parts examined and found to continue efficient. No repairs carried out at this time.

Working: Decks, deck sections, hatchways, covers & tarpaulins, ventilators & coaming, steering gear and its connections in glass generally examined.

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.			
	1st Bower ...															
	2nd "															
	3rd "															
	Collective Weight.															
	Steam															
	Kedge.....															

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

CHAIN CABLES.

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.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Fathoms.	Ins.		

Iron Stream Chain or Steel Wire...

W.S. repairs: - About 50 rivets in deck plating abreast of galley port side found rusted and repaired. 4 rivets in bulkhead between No 1 & 2 holds (S.S.) found missing & plates now renewed.

Working: - Anchors & cables ranged and examined. Chain locker not cleared for examination.

N.B. - 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.

NOT TO WRITE ACROSS THIS MARGIN - THE SURVEYORS ARE REQUESTED

