

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 8 OCT 1941 When handed in at Local Office 8 OCT 1941 Port of London

No. in Reg. Book 4370 Survey held at London Date, First Survey 9 Sept 41 Last Survey 25 Sept 1941

on the Wood, Iron or Steel EMPIRE DEFENDER (EY FELCE) (No. of Visits) 7

TONNAGE:— Built at Wesermunde-9 By whom J.C. Tecklenburg A.G When 1910

GROSS 5648 Owners Ministry of Shipping Owners' Address (if not already recorded in Appendix to Register Book)

UNDER DK. Managers Ellerman Lines Ltd. Port belonging to London

NET 3556 By Dock Name of Dock Millwell Destined Voyage

Surveyed Afloat or in Dry Dock? Special Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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. 2772^A Port C.T.N.

(Periodical Surveys, when held, must be reported in detail and scripium 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 By Docking and General Examination

Re. classification contemplated.
Vessel placed in dry dock bottom and rudder cleaned examined and recoated.
Holds, tween decks fore and after peaks, tanks, peak frames, engine and boiler spaces examined.
Bunkers partly examined.
Decks, masts, rigging and general equipment examined.
Hatches, hatch coamings, cleats, locking bars, etc. examined.
Ventilators air and sounding pipes and crew's quarters examined.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE	Good	Good	Good	Good	Good	Good	Good	Good
Decks	See Report	Good						
Caulking of Decks	-do-	-do-	-do-	-do-	-do-	-do-	-do-	-do-
Coamings	-do-	-do-	-do-	-do-	-do-	-do-	-do-	-do-
Beams & Fastenings	-do-	-do-	-do-	-do-	-do-	-do-	-do-	-do-
Outside Plating	See Report	-do-						
Frames	-do-	Good						
Reverse Frames	-do-	-do-	-do-	-do-	-do-	-do-	-do-	-do-
Longitudinals	-do-	-do-	-do-	-do-	-do-	-do-	-do-	-do-
Transverses	-do-	-do-	-do-	-do-	-do-	-do-	-do-	-do-
Floors (incl. etc.)	-do-	Good						
Keelsons	-do-	-do-	-do-	-do-	-do-	-do-	-do-	-do-
Stringers	-do-	-do-	-do-	-do-	-do-	-do-	-do-	-do-
Inner Bottom Plating	-do-	Good						
Have the Tanks been examined internally?	NO	NO	NO	NO	NO	NO	NO	NO
Have the Tanks been tested?	NO	NO	NO	NO	NO	NO	NO	NO

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 now seen is capable in my opinion to have notation of reclassification contemplated with the period of examination 9-12 months efficient for a period of 12 months, docking date 9.4.41. Subject to banding edges of bow shell plating and keel butt straps being specially examined.

Survey Fee (per Section 20)	£ 10 0 0	Fees applied for	£ 18 0 0
Special Damage or Repair Fee (if any) (per Sec. 20)	£	Received by me	£ 10 0 0
Travelling Expenses (if chargeable)	£		
Second Surveyor's Fee (if any)	£		

Committee's Minute

Character Assigned Reclassification Contemplated

Examined 9.4.41

100th 9.4.41

Surveyor to Lloyd's Register of Shipping

8600-23M

MADE AND PRINTED IN ENGLAND

to be sent to

Continued

H. J. bower examined
 windlass and steering gear examined and tried under power
 keelboard verified

Cables ranged and examined, Stabs $2\frac{1}{4}$ - $2\frac{3}{32}$ 8 lengths

Port $1\frac{5}{16}$ - $2\frac{1}{8}$ - $2\frac{3}{16}$ 8 lengths

Bridge Deck partly covered with cement 3" thick

Wear & Tear Repairs

Rudder lifted for examination and all the L.V. gudgeon bushes renewed

Two strands on each mast P+S side turned out for examination and renewed. Main mast port tack stay renewed. It is recommended that the rigging be turned out for examination of bower at next survey, being efficient meantime

P+S anchor shackle pin renewed. Stabs bending shackle pin renewed, a few shell rivets dealt with.

The landing edges of bow shell plating and keel butt sheeps somewhat worn it is recommended these be specially examined next docking being efficient meantime

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.

after length of bulk plate on bilge keel port side missing, shell plating on beam of E of Stabs Star Side amidships slightly sagging, being efficient meantime.

It will be observed that the vessel is 30 fms of cable short of that shown in the F.E. Report also one length $1\frac{5}{16}$ mean dia is under the size requiring renewal. It is therefore recommended that 15 fms of cable of suitable length be renewed at an early convenient opportunity and 30 fms be placed on board when the present emergency is over.

N.E.—If this Report is copied by Copying Press, especial 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.

