

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 13/12/41 When handed in at Local Office 16 DEC 1941 Port of LIVERPOOL

No. in Survey held at Liverpool Date, First Survey 3/12/41 Last Survey 8/12/41

Reg. Book. 23289 on the Wood, Iron or Steel EMPIRE SPRING (No. of Visits 3)

TONNAGE:-- Built at Port Glasgow By whom Lithgans Ltd. When 1941. 6.

GROSS 6946 Owners Ministry of War Transport Owners Address (if not already recorded in Appendix to Register Book)

UNDER DE. (648) Managers Dunlop & Block Ltd Port belonging to Greenock

NET 4147

Surveyed Afloat or in Dry Dock? Dry Name of Dock Hercules Destined Voyage

Cell D B or D B a feet; u E & B feet; f feet Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 116570. Port Liv

(Periodical Surveys, when held, must be reported in detail and serially 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.

CHARACTER, Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
+100 A1 with freeboard 6.41.	+L.M.C. 6.41. T.S. C.L. Oil engine

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 Condition and Damage cause not known.

Vessel placed in dry dock, shell plating and madders cleaned, examined and re-coated. Examined decks, casings coamings etc and found same in order.

New work:- Several rivets in vicinity of stern tube boring caulked, and several rivets in shell fwd. welded. Total of 29 slack rivets in 2 frames in way engine room (P.S.) renewed. Evidence of corrosion was found on several plates (P.S.), same were thoroughly cleaned, effected parts wire brushed and thickly coated with anti-corrosive composition.

Damage:- The following shell plates (S.S.) were found to be indented:- 1st ridge stake and 1st, 2nd and 3rd stakes above in way of boiler screen bulkhead.

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

Decks Good	Bulkheads See kept	Engine Room Skylights Good	Copper, or Y.M. (State if on Patt.)
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Coamings	Cement or Asphalt	Oil Bunkers	Boats Good
Beams & Fastenings	Rudder Good	Scuppers	Masts, Yards, &c. Good from deck
Outside Plating Efficient	Steering gear and its connections	Cargo Hatchways Good	Condition, how ascertained (State if wedges removed.)
Frames Partly Good	Windlass	Hatches	Equipment letter at 2-1
Reverse Frames	Have pumps been examined and found efficient?	Planking	Anchors, No. of 2-1
Longitudinals	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged) NO
Transverses	Have Watertight Doors been examined and found efficient?	Treenails	length (oil board) 225 fms. mean diam.
Floors	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stems	Rule length 225 fms.
Keelsons	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Stringers	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps Sufficient
Inner Bottom Plating		" " at other places	Standing and Running Rigging Good
Have the Tanks been examined internally?		Stringers, Clamps & Snelves	Sails
Have the Tanks been tested?		Salting (State if examined.)	

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 in efficient condition and eligible, in my opinion to remain as now classed with fresh record of survey 12.41 subject to the indented shell plates etc. (S.S. amid) being permanently repaired at 1st convenient opportunity. Also to (as previously recommended) Indented Plate (S.S.) ahead of No. 1 hatch and plating etc (P.S.f.). Cargo pattern to fit 1st opportunity.

Survey Fee (per Section 20)	Repairs	5 : 5 : 0	Fees applied for, 24 DEC 1941
Special Damage Fee (if any)			Received by me, 10
Travelling Expenses (if chargeable)			
Second Surveyor's Fee (if any)			

LICENCE CASE COMMITTEE'S MINUTE LIVERPOOL 30 DEC 1941 Character Assigned 100A1 Subject With Freeboard

Y. Boyley 2019 Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

MADE AND PRINTED IN ENGLAND (The Surveyors are requested not to write on or below the space for Committee's Minutes.)

As Certified required if so, to be sent to

33-0037

