

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 30 April 1942 When handed in at Local Office 7.5.1942 Port of Gristol
 No. in Reg. Book Survey held at Avonmouth Date, First Survey 29 April Last Survey 30 April 1942
 (No. of Visits 2)

~~was~~ on the ~~Wood, Iron or Steel~~ Empire Mica

TONNAGE:-

GROSS 8032

UNDER DEK 7194

NET 4676

Built at Naverton Hill-on-Tees By whom Lurnes & B. Co. Ltd.

When 1941 6

Owners Ministry of War Transport

Owners' Address

(if not already recorded in Appendix to Register Book)

Managers Anglo American Oil Co. Ltd.

Port belonging to Middlesbrough

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Royal Edward Destined Voyage

Cell D B or D B a feet; u E & B feet; f feet
 total capacity tons. FPT tons; APT tons; MT feet tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplement)

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. 64945. Port GLS.

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 Not required.

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? no

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Condition & Damage stated to have been sustained through striking quay wall on the 28th April 1942.

Condition: Vessel in dry dock, bottom and rudder cleaned, examined, found to be, or now placed, in good condition and afterwards recoated. Decks, casings, cargo hatchways and covers, ventilators and their coamings, steering gear and its connections, windlass and general equipment examined and found satisfactory. Repairs:- Locking pintle for rudder, which was missing, a new one fitted. Fractured welding of fabricated stern frame cut out and parts rewelded by electric arc process. It was noted that on the starboard side the butt and rivet joints of ribs in the butt of a deck stringer plate abaft the after bridge bulkhead had been electrically welded and that the butts of two shell plates in way thereof, one in main sheer strake and one in the strake below had also been dealt with in a similar manner.

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 <u>Good</u>	Bulkheads <u>✓</u>	Engine Room Skylights <u>Good</u>	Copper, or Y.M. (State if on Felt.)
Mauling of Decks <u>"</u>	Ceiling <u>✓</u>	Coal Bunkers, Openings, Covers, &c. <u>✓</u>	When fitted, Month <u>Good</u> Year <u>Good</u>
Coamings <u>"</u>	Cement or Asphalt <u>✓</u>	Oil Bunkers <u>✓</u>	Boats <u>Good</u>
Beams & Fastenings <u>✓</u>	Rudder <u>Good</u>	Scuppers <u>✓</u>	Masts, <u>Good</u>
Outside Plating <u>"</u>	Steering gear and its connections <u>"</u>	Cargo Hatchways <u>Good</u>	Condition, how ascertained <u>from deck</u>
" " in way of sidelights <u>✓</u>	Windlass <u>"</u>	Hatches <u>Good</u>	(State if wedges removed.)
Frames <u>✓</u>	Have pumps been examined and found efficient? <u>✓</u>	Planking <u>✓</u>	Equipment letter
Reverse Frames <u>✓</u>	Have Sluice Valves been examined and found efficient? <u>✓</u>	Caulking <u>✓</u>	Anchors, No. of <u>2 B's. 1 S.</u>
Longitudinals <u>✓</u>	Have Watertight Doors been examined and found efficient? <u>✓</u>	Treenails <u>✓</u>	Cables (State if rearranged) <u>no</u>
Transverses <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Breasthooks & Stemson <u>✓</u>	" length <u>Stated</u> mean diamr. <u>no</u>
Floors <u>✓</u>	Air and Sounding Pipes <u>✓</u>	Transoms, Pointers & Crutches <u>✓</u>	" Rule length <u>Complete</u>
Keelsons <u>✓</u>	Doubling Plates under Sounding Pipes <u>✓</u>	Timbers of Frame at openings <u>✓</u>	Chain Locker <u>✓</u>
Stringers <u>✓</u>		" " at other places <u>✓</u>	Hawsers & Warps <u>Stated good</u>
Inner Bottom Plating <u>✓</u>		Stringers, Clamps & Shelves <u>✓</u>	Standing and Running Rigging <u>Good</u>
Have the Tanks been examined internally? <u>✓</u>		Salting (State if examined.) <u>✓</u>	Sails <u>✓</u>
Have the Tanks been tested? <u>✓</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 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, as now seen, is in efficient condition and eligible in my opinion to remain as classed in the Register Book with fresh record of Survey 4.4.2 subject to indented shell plating, p. 5. f. being dealt with at Owners convenience.

Survey Fee (per Section 20)	£	:	:	Fees applied for, <u>2-5-1942</u>
Special Damage or Repair Fee (if any) (per Sec. 20)	£	3	3	0
Travelling Expenses (if chargeable)	£	:	:	Received by me, <u>L. P. Brooke Smith</u>
Second Surveyor's Fee (if any)	£	:	:	19

Committee's Minute note

Character Assigned 100% Subject

Carr. pet. in bulk
Fitted for oil fuel

Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register Foundation

W34-0021

"Empire Mica"

It was stated that these repairs had been effected in North America.

The affected deck and shell plating has been specially examined and remain efficient in their present condition.

Damage :- On the port side the fifth plate from forward in the second and third strakes below main sheer to be set in. Rivets and seams in way of the damaged shell plates have now been overhauled and dealt with as found necessary.

Machinery:- Vessel in dry dock, propeller, outer end of stern bush, & outside fastenings of sea connections examined and found in good order. Distance between lignum vitae of stern bush and top of after bearing of screw shaft $3\frac{3}{32}$.

F. Brooke Smith

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.	lbs.			
	1st Bower ...													If Patent state name of Patentee.			
	2nd "																
	3rd "																
	Collective Weight.																
	Steam.....																
	Kedge.....																

Stockless, state Mechanical Test.

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

CHAIN CABLES.

[illegible]

Iron Stream Chain }
or Steel Wire.... }