

Rpt. 8.

WRECK SECTION
REPORT OF SURVEY FOR REPAIRS, &c.

Received at London Office

MAR 20 1940

No. 98346

Date of writing Report

14th Mar. 40

When handed in at Local Office

15th Mar. 40

Port of

NEWCASTLE-ON-TYNE

835

No. in
Reg. Book.

Survey held at

South Shields

Date, First Survey

22nd Jan. 40

Last Survey

4th Mar. 1940

on the Wood, Iron or Steel

"EMPIRE CONVEYOR"

TONNAGE:-

Built at

Stockton

By whom

Richardson, Duck & Co. Ltd.

GROSS

5911.21

Owners

MINISTRY OF SHIPPING.

Owners' Address

(if not already recorded in Appendix to Register Book)

UNDER DECK

5638.67

Managers

H. HOGARTH & SONS.

Port belonging to

LONDON.

NET

3681.89

Prigman & Cowan, Ltd.

Surveyed Afloat or in Dry Dock?

Arch.

Name of Dock

Middle D. & E. Co. Ltd.

Destined Voyage

Cell/D/Bor/D/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. 20007 Port LTH

(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.

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.

how done. Vessel placed in drydock. bottom & rudder cleaned, examined & recoated. cables & anchors examined. steering chains, rods, sheaves pins, screws & buffers examined. auxiliary steering gear rigged & tried. Wear & Tear Repairs.

about 70 shell rivets renewed.

Pile Keels - Port - 1 length cropped & pt. removed, faired & refitted.

P. & S. shell bars faired & repaired as necessary.

Starboard - 1 length renewed, & 3 lengths removed, faired & refitted.

cables. 18 studs P.S. hardened up, & 4 studs renewed.

1 joining shackle renewed (for particulars P.T.O.)

P. T. O.

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 parts enamel, good

Caulking of Decks do.

Coamings do.

Beams & Fastenings parts enamel, do.

Outside Plating do.

Frames in way of sidelights parts enamel, good

Reverse Frames do.

Longitudinals do.

Transverses parts enamel, good

Floors do.

Keelsons parts enamel, good

Stringers do.

Inner Bottom Plating do.

Have the Tanks been examined internally? no.

Have the Tanks been tested? no.

Bulkheads parts enamel, good

Ceiling do.

Cement or Asphalt do.

Rudder good.

Steering gear and its connections do.

Windlass do.

Have pumps been examined and found efficient? do.

Have Sluice Valves been examined and found efficient? do.

Have Watertight Doors been examined and found efficient? yes.

Have Ventilators and their Coamings been examined and found efficient? yes.

Air and Sounding Pipes parts enamel, good

Doubling Plates under Sounding Pipes do.

Engine Room Skylights good

Coal Bunkers, Openings, Covers, &c. do.

Oil Bunkers good.

Scuppers do.

Cargo Hatchways do.

Hatches do.

Planking do.

Caulking do.

Treenails do.

Breasthooks & Stems do.

Transoms, Pointers & Crutches do.

Timbers of Frame at openings do.

Stringers, Clamps & Shelves do.

Salting (State if examined.)

Copper, or Y.M.

(State if on felt.)

When fitted, Month

Year

Boats good

Masts, Yards, &c. do.

Condition, how ascertained from deck (No)

(State if wedges removed)

Equipment letter 4

Anchors, No. of 3 B. 15. 1K.

Cables (State if now ranged) yes.

length 270F mean diamr. 2 1/16"

(on board) 270F size 2 3/16"

Rule length not cleared

Chain Locker good

Hawsers & Warps do.

Standing and Running Rigging do.

Sails do.

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 my opinion, to remain as classed with fresh record of survey 3.40. subject to indented side plating etc. in way of No. 1 Hold P.T. being dealt with at first convenient opportunity.

Survey Fee (per Section 20) £

Special Damage or Repair Fee (if any) £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Fees applied for,

19

Received by me,

19

G. Campbell, R.S. Tunhlee
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

TUE. 2 APR 1940

1000A Subject No
Shell Dr. with
BS 1.40© 2019
Lloyd's Register
W 38764160

Report

Date of writing

No. in Reg. Book. Surv.

38953. on t

Tonnage { Gross
Net

Nominal Horse Power {

No. of Main Boiler

No. of Donkey Boiler
Steam Pressure—
in Main Boilers.

in Donkey Boiler

Last Report

Particular

(Periodical Survey
cause of Repairs,
account of Damage
besides being done
dates and initials
In damage cases

offered his s

Was a damage

Did the Surveyor

"

If this was not do

And what parts of

Also what special

Surveyor to ass

State latest date

Did the Surveyor

4m, 11, 38.

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Survey Fee

Special Dam

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Assigne

"EMPIRE CONVEYOR"

Starboard anchor. Shackle pin renewed (tested material). Bushes fitted in way of crown + shackle pins. Crown pin bolts renewed.

The owners have cropped 1 deck plate + renewed same with thicker plate in way of gun seating aft.

ash chutes tube doubled on underside.

Rudder. rizer fitted, pintles hardened up as necessary.

steering chains annealed, 2 lengths renewed (tested chains)

2 lengths repaired as necessary + tested. 1 Buffer spring renewed.

auxiliary steering gear renewed, consisting of wire pendants +

hatches with falls led to extended warping ends of foot winch.

hatches 2 1/2" + pendants 4" circ. Lion blocks double + tackle 10" dia.

+ snatch blocks (quarter blocks) 12" dia.

17 hatch covers renewed, + a few rust bound rivets in hatch beams renewed.

3 ventilator coamings renewed.

A number of minor repairs effected.

An Annual Freeboard Survey has been carried out at this time (Report forwarded.)

The weather decks, tween deck spaces (bunkers partly filled with coal) cargo holds, Engine + Boiler Rooms, hatchways, casings, ventilators, steering gear, windlass, masts + rigging, + general equipment examined generally or as required.

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																
	2nd "																
	3rd "																
	Collective Weight.																
	Stream																
	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.			
16935	—	—	9 1/8	12 7/8	0.3.14	✓	2 1/4	STUD LINK JOINING SHACKLE	—	3-6-38-L.W.-A. GREEN.	
Iron Stream Chain or Steel Wire...											

The requisite steering gear spaces are on board, except for 2 warwick screws. (These screws are on order + Capt. stated that they would be put on board at first convenient opportunity.)

The following shell plates were observed to be slightly set in, but efficient meantime.

Port F5, G4 + 5, H6. + framing in way.

Starboard. FA, G5, H4 + 5, J4. + framing in way.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.