

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 8th Sept. 40 When handed in at Local Office 19th Sept. 40 Port of Baltimore, Maryland

No. in Reg. Book. 73877 on the Wood Iron or Steel S.S. "EMMALEIN" Survey held at Baltimore, Maryland Date, First Survey Aug. 28th Last Survey 5th Sept. 19 40

TONNAGE:— Built at Rotterdam By whom N.V. Mach. & Schpsw. van P. Smit, When 1926 12  
GROSS 5436 Owners N.V. Scheepvaart Maats "Millingen" Owners' Address  
UNDER DK. 5018 Managers G. A. Spliethoff Port belonging to Rotterdam  
NET 3156

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Port Covington Destined Voyage U.K.

WB=Cell DBor DBa feet; uE&B feet; f feet  
total capacity tons. FPT tons; APT tons; MT feet tons.  
N.B.—All alterations in the existing records should be underlined.

Last Report, No. 50798 Port Hull

(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 Offered & Accepted  
Society's Freeboard (if assigned) as 6 ft. 10-1/4 in. painted on Ship and now verified

Report attached

Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage to steering gear stated sustained consequent to vessel encountering heavy weather August 6th enroute Hull to Baltimore.

Now Done:— With vessel afloat locking pintle to rudder renewed. All foundation fastenings to steering engine and pinion housing renewed with engine crank shaft bearings and the engine adjusted. Lignum vitae of rudder headstock bearing and the brake block renewed. Telemotor overhauled, brass fittings renewed etc. and same adjusted.

The toothed segments of quadrant engaging special pinion changed at extreme ends to centre position due to excessive wear, bad contact and back lash between the pinion and rack. Time would not permit repairs regarding the quadrant rack teeth and in this respect it is recommended that the teeth be renewed within six months and engine gear pinion specially examined.

The steering arrangement tested out and now functioning satisfactorily.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								Steering gear overhauled, all fastenings renewed and rudder locking pintle renewed.
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Felt.) When put on, Month Year
Decks	State if Tanks now tested	Dblng. Plates under Sounding Pipes	Boats
Caulking of Decks	Bulkheads	Engine Room Skylights	Masts, Yards, &c.
Coamings	Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Condition, how ascertained (State if wedges removed)
Beams & Fastenings	Cement or Asphalt (State which.)	Oil Bunkers	Sails
Outside Plating	Rudder	Scuppers	Equipment letter
" " in way of sidelights	Steering gear and its connections	Cargo Hatchways	Anchors, No. of
Breasthooks	Windlass	Hatches	Chain Locker
Transoms	Have pumps now been examined and found efficient?	Planking of Wood Vessels	Cables (State if now ranged)
Frames	Have Sluice Valves now been examined and found efficient?	Caulking THE	" length (on board) mean diam.
Reverse Frames	Have Watertight Doors now been examined and found efficient?	Treemalls	" Rule length size
Longitudinals	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	Hawser & Warps
Transverses		Transoms Pointers, & Crutches	Standing and Running Rigging
Floors		Timbers of Frame at openings	
Keelsons		Ditto Ditto at other places	
Stringers		Stringers, Clamps & Shells	
Inner Bottom Plating		Salting	

## General Observations, Opinion as to Class, Recommendation, &amp;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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24.

Vessel eligible to be continued as classed 100 A1, subject to quadrant rack teeth

being renewed within six months and drive pinion specially examined.

Survey Fee (per Section 20)	£	50.00	Fees applied for, Sept. 6, 1940
Special Damage or Repair Fee (if any) (per Sec. 20)	£	10.00	Received by me, 19
Travelling Expenses (if chargeable)	£	8.00	
Second Surveyor's Fee (if any)	£		

NEW YORK SEP 25 1940

Committee's Minute

Character Assigned As now subject

Winters H. H. - J. H. Con. Rutch Val.

Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation

W387-0333