

Rpt. 8.

WRECK SECTION NO. 50823.
REPORT OF SURVEY FOR REPAIRS, &c.Date of writing Report... When handed in at Local Office... Port of **HULL**
No. in Survey held at **Hull** Date, First Survey **2.8.40** Last Survey **1940**
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No. in Survey held at **Hull** Date, First Survey **2.8.40** Last Survey **1940**77907 on the **Wood, Iron or Steel** **S.S. "Empire Moose"** By whom **Virginia S.B. Corporation** When **1920**
TONNAGE:— Built at **Alexandria, Va.** Owners **Ministry of Shipping** Owners' Address **(if not already recorded in Appendix to Register Book).**
GROSS **6103** Owners **Ministry of Shipping** Owners' Address **(if not already recorded in Appendix to Register Book).**
UNDER DECK **5565** Managers **Runciman London Ltd** Port belonging to **London**
NET **4060** Managers **Runciman London Ltd** Port belonging to **London**Surveyed Afloat or in Dry Dock? **King George Dock** Destined Voyage
Cell/Dry/Dock **feet; uE&B** feet; f
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.

ast Report, No. **114235** 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.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 **yes**Was a damage report made by anyone else? if so, by whom? **yes**PAIRS, OR EXAMINATION AS PER RULE, FOR **Grounding Damage & issue of Interim Certificate: Reclassification.**
examined afloat in King George Dock for damage alleged to have been sustained by grounding whilst
anchored in St. George Harbour, Bermuda, 22nd June, 1940, whilst bound to United Kingdom from
New Orleans loaded with Sulphur. It is stated that with 45 fathoms out vessel grounded at stern, frame
cracking clear after 5 fathoms length of cable had been hove in. Cast of lead showed soft mud. Tank and bilge
sounding logs showed no increase & no unusual happenings during rest of voyage & discharge of cargo
was noted. Holds, bilge &c. examined 15th August 1940 and bilges again examined 17th August, no increase
in soundings could be observed, and all found in an efficient condition, so far as could be seen. Owing to transfer
of oil fuel & ballast to tanks, readings could not be tested, but it was stated that no water had been noted in oil fuel D.B. tanks.
Copy of Interim Certificate attached. Reclassification, windlass and steering gear. See Continuation sheet.

MARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								
PRESENT CONDITION OF THE								
ing of Decks	Good	Bulkheads	Part Ex. and Good	Engine Room Skylights	Good	Copper, or Y.M.		
ngs	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	Good	(State if on Reft.)		
& Fastenings	Part Ex. and	Cement or Asphalt	"	Oil Bunkers	Good	When fitted, Month	Year	
e Plating	"	Rudder	Part Ex. and Good	Scuppers	Good	Boats		Good
in way of sidelights	"	Steering gear and its connections	Good	Cargo Hatchways	"	Masts, Yards, &c.		"
e Frames	Part Ex. and Good	Windl	Good	Hatches	"	Condition, how ascertained		from deck
adinals	"	Have pumps been examined and found effi-	"	Planking		(State if wedges removed.)		"
orses	"	cient?	"	Caulking		Equipment letter		"
s	"	Have Sluice Valves been examined and found effi-	"	Treenails		Anchors, No. of		"
rs	"	cient?	"	Breasthooks & Stemson		Cables (State if now ranged)		to
ottom Plating	"	Have Watertight Doors been examined and found	"	Transoms, Pointers & Crutches		length		Stated Complete
Tanks been examined internally?	No	efficient?	"	Timbers of Frame at openings		(on board)		mean diam.
Tanks been tested?	No	Have Ventilators and their Coamings been examined	"	" " " other places		Rule length		size
		and found efficient?	Yes	Stringers, Clamps & Shelves		Chain Locker		Stated Efficient
		Air and Sounding Pipes	Good	Salting		Hawsers & Warps		Efficient
		Doubling Plates under Sounding Pipes	"	(State if examined.)		Standing and Running Rigging		"
						Sails		"

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 far as now seen is in an efficient condition, eligible in my opinion, to remain as recorded * 100A, Reclassification
contemplated, subject to completion of reclassification survey. Bottom to be specially examined next dry docking with regard to
above grounding report, also in relation to shell rivetting at bottom of after peak per Liverpool report No 114235. Port crank disc, and starboard
cable preventer on windlass, to be examined before completion of reclassification survey.Survey Fee (per Section 29) £
Special Damage or Repair Fee (if any) £
Travelling Expenses (if chargeable) £
Second Surveyor's Fee (if any) £
Fees applied for, 1940
Received by me, 1940

Committee's Minute

Character Assigned

10m. & 40m. Transfer Ink. (MADE AND PAID BY THE SURVEYOR)

Is Certificate required? If so, to be sent to



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Lloyd's Register of Shipping
W389-0179(12)

Repairs ReclassificationEmpire Moose

Steering Engine opened out and found efficient. Telemotor system overhauled.
All tested under working conditions and found efficient.

Windlass Starboard & port fitted with new g.b. bushes
Driving shaft sludge piece rebushed
Port slide valve eccentric sheave renewed
Port crank disc fitted with steel ring shank & pinned on
Starboard cable preventer paul fitted with mild steel patch
Steam and exhaust valves fitted with new spindles

Windlass tried under working conditions and found satisfactory.

It is recommended port crank disc, and starboard cable preventer paul, to be examined before completion of reclassification survey. Considered efficient in the meantime.

Other minor repairs effected.

Complete Survey as per Liverpool Report No 114235:- Engines & boiler spaces, below engines & boilers.

U.D.B. tanks (except No 5) internally

Deep & settling tanks internally

Plating under side lights

Mast wedging - if any -

Boats examine

Ceiling to lift as required

U.D.B. tanks (except No 1 & 6), fore & after peak tanks, deep & settling tanks to test.

Steel plating to be drilled as necessary.

Bunkers to examine fuel lines

1.5.40

Note - vessel carries oil fuel in D.B. tanks

K.C.P.

[Signature]