

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 19... When handed in at Local Office 19... Port of **HULL**
No. in Survey held at **Hull** Date, First Survey **6.9.47** Last Survey **27.10.1947**
Book. (No. of Visits **18**)
6910 on the **Wood, Iron or Steel** **M.V. "EMPIRE CONLEA"**

TONNAGE— Built at **Rendshurg** By whom **Worff Nobiskrug G.m.b.H.** When **1939**
ROSS **250** Owners **Jeppesen, Beaton & Co.** Owners' Address **7/8, IDOL LANE, E.C.3**
UNDER DK **186** Managers **✓** Port belonging to **London**
ET **149**

Surveyed Afloat or in Dry Dock **Afloat** Name of Dock **Central Victoria** Destined Voyage
LLD Bor DBa feet; uE&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 & Supplements)

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

Last Report, No. Port

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.

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

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?

PAIRS, OR EXAMINATION AS PER RULE, FOR **Special Survey (c) for Classification.**

Now done: Vessel placed in dry dock, shell plating & rudder cleaned, examined and re-coated. Anchor & cables ranged & examined, & subsequently submitted to Statutory test. (See Rpt 1.)

Examined: Hold, decks, machinery space above & below platform, plating in way of sidelights, chain locker, anchors & cables, fore peak & after peak tanks internally, masts & rigging, hatchways, covers, supports, tarpaulins, cleats & battening arrangements, ventilators, air & sounding pipes, steering gear, auxiliary steering gear, windlass, pumps, general equipment and freeboard.

Spaces cleared, cleaned & rust removed, all ceiling removed, cement P.T.O.

STATEMENT 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

Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M. (State if on felt.)
Plating of Decks	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	✓	When fitted, Month Year
"	Cement or Asphalt	"	Oil Bunkers	✓	Boats
"	Rudder	"	Scuppers	Good	Masts, Yards, &c.
"	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained. See report.
"	Windlass	"	Hatches	"	(State if damaged or removed.)
"	Have pumps been examined and found efficient?	Yes	Planking		Equipment letter
"	Have Sluice Valves been examined and found efficient?	✓	Caulking		Anchors, No. of
"	Have Watertight Doors been examined and found efficient?	✓	Treenails		Cables (State if now ranged) Yes
"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson		" length 105 mean diamr. 1 7/16
"	Air and Sounding Pipes	"	Transoms, Pointers & Crutches		" Rule length 165 size 1 1/4
"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings		Chain Locker
"			" " at other places		Hawsers & Warps
"			Stringers, Clamps & Shelves		Standing and Running Rigging
"			Salting (State if examined.)		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."

The vessel is eligible in my opinion to have a notation ss. Hul 10, 47 & end of survey 10, 47 on completion of the survey.

See attached Rpt. 1.	Fees applied for,
Image or Repair Fee (if any) £	19
Expenses (if chargeable) £	Received by me,
Surveyor's Fee (if any) £	19

Committee's Minute

Inspector Assigned

Surveyors to Lloyd's Register of Shipping.



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002038-002050-0105

contd.)

m.v. "Empire Conlea".

removed as required. Steelwork afterwards recoated as necessary.

Shell plating drilled, + thicknesses recorded in Rpt. 1.

Specimen rivets removed from frames + shell seams shulls, found to be of good material, countersunk according to Rule and properly staved up.

Tested: Fore + after peak tanks.

Repairs beam + keel: Rudder mainpiece, corroded in way of propeller boss, built up by EW + dressed off, bottom pinacle also built up. A number of corroded + chafed shell rivets renewed, + other minor repairs effected.

Additions: Deep beam knees 30" thick, flanged 3", fitted every 4th frame throughout hold. Double channel pillar 6"x3" fitted at mid length of hold supporting portable web beam. Pumping arrangements to double bottom tank in hold blanked, and drain holes cut in tank ends - tank not now usable for ballast.

During the course of the survey the following damage was noted: Steel plates A6 + A7 (ss) set up, edges of keel + B strake slightly indented, and 5 solid floors in way buckled. (cause of damage not stated).

To complete the survey the following items remain to be

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS. RE-TESTED.

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.			
36227	1st Bower ...	7	2	7	7	2	7	9	16	3	21				TYSACK TRIPLE GRIP	✓	SUNDERLAND
36226	2nd "	7	1	24				9	13	1	0				TYPE. CAST	✓	15-10-47
	3rd "														STEEL HEAD		H. PHILLIPS.
	Collective Weight.																
	Steam																
	Kedge																

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

CHAIN CABLES. RE-TESTED.

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.			
20685	9 1/2	1 5/16	15 3/4	23 1/10	40.2.19				STOOLINK	✓	LOW WALKER: 20-10-47
20686	15 1/3	"	"	"	7.0.14				"	✓	R.J. VEGAN.
Iron Steam Chain (or Steel Wire....)											

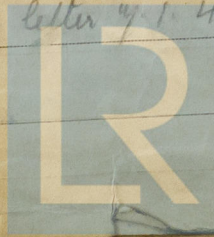
dealt with:- permanent repairs to indented plates A6 + A7, + adjacent plating + floors in way, C strake plates in way of after peak tank to be renewed, and arrangements to be made for strengthening the bottom forward. * The Owner's state these items will receive attention at an early opportunity.

The vessel is considered efficient meanwhile.

Loadline assignment survey held, conditions of assignment complied with, + certificates issued.

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.



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