

REPORT OF SURVEY FOR REPAIRS, &c.

Writing Report... 19... When handed in at Local Office... 19... Port of Hamburg
 No. in Survey held at Hamburg Date, First Survey 28 - 1 - 46 Last Survey 6 - 3 - 1947
 eg. Book. on the Steel single screw M.V. "Empire Alde" (ex Pelikan). (No. of Visits 31)

86505
 TONNAGE:— Built at Bremen - Vegesack By whom Bremer Vulcan YEAR. 1935 MONTH. -
 GROSS — Owners Elders and Fyffes Owners' Address -
 UNDER DK. — Managers - Port belonging to London
 NET —

Surveyed Afloat or in Dry Dock? Both Name of Dock Deutsche Werft, Hamburg Destined Voyage -
 Well DBor DBa - feet; uE & B - feet; f - feet
 Total capacity - tons. FPT - tons; APT - tons; MT - 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. - Port -

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 -
 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? -

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey, in accordance with Rule Requirements for vessels 10 years old and over, for classification in the Register Book, 100A1, with Freeboard, for structural alterations in accordance with Messrs Deutsche Werft plans submitted for approval and approved on dates during 1946 and for repairs to hull.
Special Survey:- Vessel placed in drydock, bottom and rudder cleaned down, examined, found to be or now placed in good condition and afterwards recoated.

The holds and fore and aft peak tanks cleared, examined throughout and found in a satisfactory condition.

Tank top plating, tank margin and bilges exposed, cleaned, examined and found in good condition. The fore and aft peak tanks and all double bottom tanks, port and starboard, cleaned, cement and bitumastic removed in tanks now to be used for the carriage of oil fuel for bunkers, the tanks examined internally and tested by a head of water to the Load Line and found to be tight and sound and in good condition internally and externally.

The main deck wood sheathing part removed, deck in way found to be in a satisfactory condition and the sheathing afterwards part renewed and refitted.

The mast (fore mast only fitted), rigging, anchors and general equipment examined and found to be in an efficient condition.

The hatch covers and supports throughout examined in position and found in good condition. All new wood covers fitted but these covers require to be dealt with as noted in Amendment, Page 60, over/

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...	4	-	-	-	-	-	-	approx. 10.000 shell rivets
Removed and Faird or Repaired	3	-	-	-	-	-	-	-
Faird or Repaired in place ...	-	-	-	-	-	-	-	approx. 500 shell rivets welded

PRESENT CONDITION OF THE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
Decks	Good	Bulkheads	GOOD	Engine Room Skylights	Good	Copper, or Y.M.	-	(State if on Felt.)
Caulking of Decks	"	Ceiling	-	Coal Bunkers, Openings, Covers, &c.	-	When fitted, Month	-	Year
Coamings	"	Cement or Asphalt	-	Oil Bunkers	Good	Boats	to be fitted in U.K.	
Beams & Fastenings	"	Rudder	Good	Scuppers	"	Masts, Foremast	Foremast	Good.
Outside Plating	"	Steering gear and its connections	Good	Cargo Hatchways	"	Condition, how ascertained	Examination	(State if wedges removed.)
" " in way of sidelights	"	Windlass	"	Hatches	-	Equipment letter	-	
Frames	Good	Have pumps been examined and found efficient?	Yes	Planking	-	Anchors, No. of	3 B. 1 S.	
Reverse Frames	-	Have Sluice Valves been examined and found efficient?	-	Caulking	-	Cables (State if now ranged)	Ranged.	
Longitudinals	-	Have Watertight Doors been examined and found efficient?	Yes -- Tunnel	Treenails	-	" length	245 ft. mean diam. 2 1/16"	(on board.)
Transverses	-	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	-	" Rule length	-	size
Floors	Good	Air and Sounding Pipes	Efficient	Transoms, Pointers & Crutches	-	Chain Locker	Efficient	
Keelsons	2	Doubling Plates under Sounding Pipes	Yes	Timbers of Frame at openings	-	Hawsers & Warps	"	
Stringers	"			" " at other places	-	Standing and Running Rigging	Good	
Inner Bottom Plating	"			Stringers, Clamps & Shelves	-	Sails	-	
Have the Tanks been examined internally?	Yes			Salting	-			
Have the Tanks been tested?	Yes			State if examined.				

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."

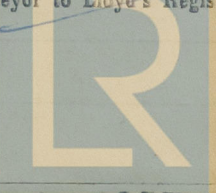
This vessel is eligible in my opinion to be assigned a Record of 100 A 1 with freeboard, 3.47. in the Register Book and that of Special Survey, Hamburg, 3.47., Docking 10.46. subject to all cargo hatch wood covers being fitted with metal bands at ends.

Survey Fee (per Section 29) Alterations £157 :10 : 0 Fees applied for, -
 Special Damage or Repair Fee (if any) Repairs £ 52 :10 : 0
 Travelling Expenses (if chargeable) £ : :
 Supervision of Owner's See minute on
 Second Surveyor's Fee (if any) Specifications 21 : 0 : 0
 from Feb. 1946 to October 1946
 Committee's Minute See minute on
 Character Assigned See minute on

Received by me
 London 16.6.47

FEB 14 NOV 1947

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

002870-002875-0257

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Is Certificate required? If so, to be sent to

" Empire Alde "

The ventilator coamings and covers examined and found to be efficient.

The auxiliary steering gear (hand wheel aft) connected and found to be in order.

The shell plating internally, now prepared for re-insulating the vessel for carriage of refrigerated cargoes, has been examined and found to be in a satisfactory condition.

The chain cables ranged for inspection and the anchors and chain cable found to be in a satisfactory condition.

The chain locker cleaned, examined internally, found in good condition and recoated.

The windlass and steering gear have also been examined under full working conditions with satisfactory results.

Alterations:- The fore-castle deck has been lengthened and a poop deck has been built at this time in accordance with Deutsche Werft plans, forwarded to the London Office and approved during 1946. These alterations have been carried out under survey, the material used being of S.M. Open Hearth quality and checked against certificates and/or mill sheets. The workmanship was found to be of a high standard and maintained throughout the working period.

All new plating has been water tested and found to be tight.

A new cargo door has now been made and fitted port and starboard sides of new cargo space contained in the lengthened forecastle, the ship's side in way efficiently compensated and the doors afterwards water tested and found in order.

Sub-division bulkheads previously erected in No.2 Hold and 'tween decks for the purpose of the vessel's war time commitments have now been removed.

Repairs:- The following shell plates have now been renewed on account of excessive pitting found to have been taking place (probably connected with the vessel's war time use as a submarine depot ship):-
Port side, (from forward) E. strake Nos. 4,5 and 6. F. strake No.6.

The following shell plates removed, faired and refitted on account of indentations etc, due to contact with objects not stated:- Starboard side, from forward, F. strake, Nos. 4 and 5, G. strake, No. 5.

A large number of wasted shell rivets, approximately 10,000 have been renewed at this time. These rivets were, in the main, situated in the upper landings of the strake of plating above the bilge strake, port and starboard, but a fair number have also been renewed in the bottom plating forward whilst a number of rivets (approx. 500) have been capped by electric welding, these being partly in way of starboard side of the main motor room and in keel plate butt straps.

Rudder post cone and the rudder post bearings overhauled and reconditioned. (See attached drawing).
As a result of the Special Survey now held it is considered that the condition of this vessel is such
that she may be classed in the Register Book 100A1, with Freeboard, with record of S.S. Hamburg 3,47,
and last date of docking 10,46.

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																

* If Patent state name of Patent.
 If 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]