

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report *9.4.42* when handed in at Local Office *9 APR 1942* Port of *LIVERPOOL & BIRKENHEAD*
 No. in Survey held at *LIVERPOOL & BIRKENHEAD* Date, First Survey *20/3/42* Last Survey *2/4/1942*
 Reg. Book. *on the Wood, Iron or Steel* "EMPIRE AIRMAN" (No. of Visits *7*)

TONNAGE:— Built at *SUNDERLAND* By whom *SIR J. LAING & CO. LTD.* When *1942* / *1*
 GROSS *9813* Owners *MINISTRY OF WAR TRANSPORT.* Owners' Address *(if not already recorded in Appendix to Register Book).*
 UNDER DE *8895* Managers *EAGLE OIL & SHIPPING CO. LTD.* Port belonging to *SUNDERLAND*
 NET *5782*

Surveyed Afloat or in Dry Dock? *BOTH* Name of Dock *COVERS DRY DOCK AND ABOAT* Destined Voyage *AT LIVERPOOL.*
 Cell DBor DBa 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. *33310* Port *SLD.*

(Periodical Surveys, when held, must be reported in detail and scrutiny 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.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER. For Special Survey, Date of last Survey and of Periodical Surveys.	Machinery and Boiler Survey (Including date of N.B., if any).
<i>100A1 1.42</i>	<i>1.42</i>
<i>CARRYING PETROLEUM</i>	<i>FITTED FOR OIL FUEL</i>
<i>IN BULK.</i>	<i>1.42. F.P. ABOVE 150°F</i>

Where cases where the Surveyor has not made a special damage report he is required to state whether he has rendered 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 *SEE SPL NOTE 2.1.42*

YES. NOT REQUIRED.

Was a damage report made by anyone else? if so, by whom? *OWNERS REPRESENTATIVE.*

IRS, OR EXAMINATION AS PER RULE, FOR *DAMAGE.*

This vessel is stated to have encountered a heavy weather from the 10th to 12th March 1942 while on a voyage from Halifax to Liverpool, and to have struck the Quay wall on the 18th March 1942 while moving from Canada to Brockbank Dock, Liverpool.

NOW DONE. Vessel placed in dry dock, the shell plating, and Rudder cleaned, laminated and recoated.

On lamination the sternframe was found to be fractured horizontally at the top of the Rudder post for a distance of about 14" immediately above the 22'-0" mark. In addition the top diaphragm at the back of the post was also fractured.

OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
ewed ...								<i>P.T.O.</i>
oved and Paired or Repaired ...								
ed or Repaired in place ...								

CONDITION OF THE

<i>SEE RPT.</i> <i>GOOD</i>	Bulkheads	✓	Engine Room Skylights	<i>GOOD</i>	Copper, or Y.M. (State if on Etc.)	✓
Decks	Ceiling	✓	Coal Bunkers, Openings, Covers, &c.	<i>GOOD</i>	When fitted, Month	✓
✓	Cement or Asphalt	✓	Oil Bunkers	✓	Year	✓
✓	Rudder	<i>GOOD</i>	Scuppers	✓	Boats	✓
✓	Steering gear and its connections	✓	Cargo Hatchways	<i>GOOD</i>	Masts, Yards, &c.	<i>GOOD</i>
✓	Windlass	✓	Hatches	✓	Condition, how ascertained (State if wedges removed.)	<i>FROM DECK</i>
✓	Have pumps been examined and found efficient?	✓	Planking	✓	Equipment letter	<i>et</i>
✓	Have Sluice Valves been examined and found efficient?	✓	Caulking	✓	Anchors, No. of	<i>20. 15</i>
✓	Have Watertight Doors been examined and found efficient?	✓	Treenails	✓	Cables (State if now ranged)	<i>NO</i>
✓	Have Ventilators and their Coamings been examined and found efficient?	<i>YES</i>	Breasthooks & Stemson	✓	length (on board) mean diam.	<i>STATED</i>
✓	Air and Sounding Pipes	✓	Transoms Pointers & Crutches	✓	Rule length COMPLETE size	<i>EMERG. REOTS.</i>
✓	Doubling Plates under Sounding Pipes	✓	Timbers of Frame at openings	✓	Chain Locker	✓
			" " at other places	✓	Hawsers & Warps	<i>GOOD</i>
			Stringers, Clamps & Shelves	✓	Standing and Rigging	✓
			Salting (State if examined.)	✓	Sails	✓

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 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."

... so far as now seen is in an efficient condition, and eligible in our opinion to remain classed, with fresh record of Survey 1.42, subject to set down for shell plating and shell plating (P.O.S.S.F.) being permanently repaired at the Owners convenience. Sternframe (as now reinforced 1.42) to specially examine at next dry docking.

Section 29) ... Fees applied for, *9 APR 1942*

Damage or Repair Fee (if any) ... *17 17 0*

Travelling Expenses (if chargeable) ...

Second Surveyor's Fee (if any) ...

Committee's Minute

Character Assigned *100A1 Subject*

Carrying Petroleum in Bulk

Fitted for oil fuel 1.42 TC.

Geo. L. Ryke & S. S. Lumsden
 Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

005436-005442-0178 1/2

EMPIRE AIRMAN.

1 Length of pipe on steam smothering line
in Fox hole renewed.

The following shell plates were found indented

to 4 Plate in main she stroke and to 4 and 5 plates
in first stroke blow main sheer.

4 plates in main shearstroke and in first stroke below main shearstroke.

as a temporary repair the shell in way of indented plates has been overhauled.

as the efficiency of the vessel is not affected it is submitted that permanent repairs to set down fore deck plating and to above mentioned shell plates might be dealt with at the owners convenience.

It is also recommended that the repair to the sternframe be specially hammed at the next dry docking.

Generally Laminated Decks, Casings, Beamings, Katches, Katchwarp.
Hemittless and Steering Gear ord same in order.

S. R. List The Bower anchor and 60 fathoms of cable have not been placed on board at this time.

JKL

REPAIRS. NOW DONE

electric welding

electric welding.

These side plates extend from bottom of doubling plates forming attachment to transom, to the 18'0" deck mark and are also lapped $2\frac{3}{4}$ " on to top of stemframe arch, these side plates are continuously welded on leading edges and slot welded to post.

In addition on 1" thick diaphragm plate has been fitted, between the new side plates and forked into port and to stem frame orch.

The space at fore end has been filled in with a wood boring piece.

The fractured diaphragm at back of post has been removed,
new diaphragm fitted and extended to the top of the post.

A plan shewing the repairs effected is attached herewith. (This plan

a plan showing the repairs required
was furnished to the Port, Glasgow on 8/11/42.
The later plates were cropped and part removed for access to repairs
and refitted on completion. After peak torque tested and found

satisfactory

satisfactory
This repair has been carried out by skilled operators using approved

electrodes.

The Forecastle deck was found to lie set down approx 3" from the Laine pipes to the fore end of the windlass.

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.			
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight.															
	Steam.....															
	Kedge.....															

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

[illegible]

The centre and outboard girders were also found to be slightly set down together with 11 Beams in way. The beam knees were slightly distorted.

as a temporary repair the existing girder forward of the small hatch on the fore deck was removed, and a new channel girder fitted. This girder has been extended across hatch opening and

In addition channel pillars were fitted on alternate beams between centre and outboard girders.

8731.

Be cont. That!