

COPY

# LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER



Port

GLASGOW.

9th September, 1957.

This is to Certify that

R.S. LEISHMAN

the undersigned Surveyor to this Society did at the request of the Representative of the Ministry of Transport, survey the T.S. Transport Ferry "EMPIRE DORIC", 4291 tons gross, of London, on the 6th August, 1957 and subsequently whilst the ship lay on the blocks at Elderslie Drydock, Glasgow and later afloat for the purpose of making an examination of the ship generally, externally and internally, to ascertain as far as practicable the general condition of the ship's structure to enable a decision to be reached by the Owners as to whether or not the overdue Special Survey "C" ( due 9,56) should be carried out.

The undersigned upon examination

## FOUND

Bow Doors:- Examined open and closed and found in order.

Shell Plating:- A number of scrubbed and corroded shell seam and frame rivets (p & s)  
The following side shell plates found extensively set in due to accumulated damages.

### Port side (numbered from aft)

E strake	No. 8 plate
G "	Nos. 4, 6, 7, 8, 9, 10, 11 & 12 plates.
H "	Nos. 2A, 2, 3, 4, 6, 7, 8, 9, 10, 11 & 12 plates.
J "	Nos. 2, 4, 5, 6, 7, 8, 9, 10, 11 & 12 plates.
K "	Nos. 2, 4, 10 & 12 plates.

A total of 34 defective plates of which it is estimated 9 require renewal, 8 to be removed, faired and refitted and 17 to be faired in place.

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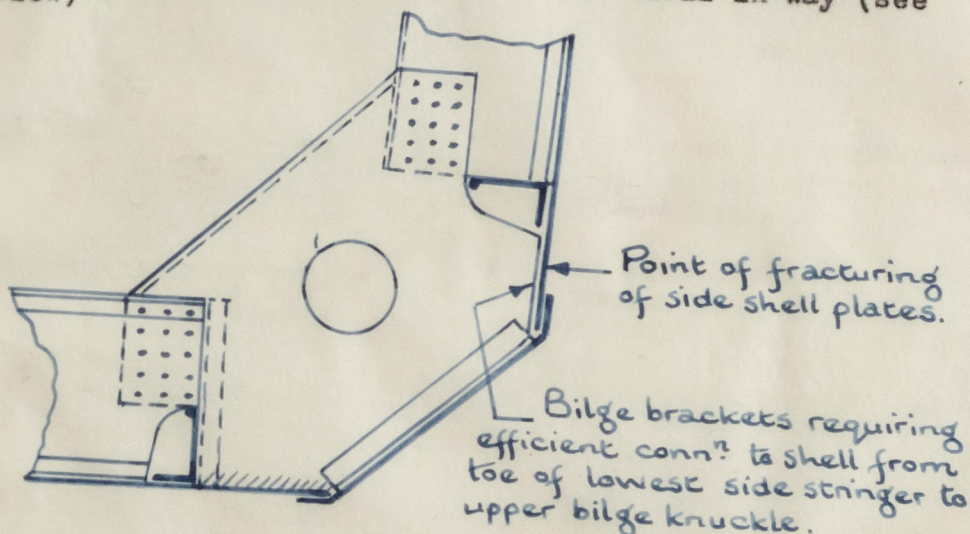


Starboard side (numbered from aft)

F strake	Nos. 10 & 11 plates
G "	Nos. 3,5,6,7,8,9,10,11 & 12 plates.
H "	Nos. 1A,2A,2,3,4,5,6,7,8,9,10,11 & 12 plates
J "	Nos. 2,3,4,5,6,7,8,9,10,11 & 12 plates.
K "	Nos. 8,9,10,11 & 12 plates.

A total of 40 defective plates of which it is estimated 22 require renewal, 7 to be removed, faired and refitted and 11 to be faired in place.

A tendency to fracture was noted in the side shell plates in the strake above the bilge in way of the side transverse webs amidships (p & s). Internal examination revealed that the bilge bracket portions of the web frames required to be efficiently connected to the shell in way (see sketch below)



Skegs, Sternframes & Rudders:- Examined and found to be in order.

Deck Plating:- Weather deck plating forward found extensively set down between deck longitudinals abreast hatchways (p & s) and also within line of openings.

A total of 35 defective plates of which it is estimated 10 require renewal, 18 to be removed, faired and refitted and 7 to be faired in place.

Note:- No opportunity was afforded at this time to drill deck plating for possible wastage, nor was the deck covering within deckhouse lifted to enable examination of the plating in way.

Examined & Found Internally

No.1 W.T. Compartment:- Satisfactory except for tank top plating (steering flat) generally wasted. This would require drilling to recommend extent of renewal.

Nos. 2 & 3 D.B. Tanks (Reserve feed water):- Satisfactory

Nos. 4 & 5 Settling Tanks (O.F.): Ford. bulkhead buckled etc. (p & s) and a number of rivets leaking to Boiler Room.



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Nos. 6 & 7 Main Feed Water Tanks in E.R.:- Satisfactory

No.9 Deep Tank (F.W.):- Starboard longitudinal bulkhead buckled locally at bottom, otherwise satisfactory.

Deep cofferdam round No.9 tank:- A number of leaking rivets from adjacent O.F. deep tanks.

Nos. 8,10,11,12,13 & 14 deep tanks (O.F.):- Satisfactory

Nos. 15,16 & 17 deep tanks (O.F. or W.B.):- A number of slack rivets in bottom longitudinal end brackets and in bottom and side transverse webs.

Nos. 18,19 & 20 deep tanks (O.F. or W.B.):- Heavy scale on all structure. A large number of slack rivets in longitudinal end brackets, bottom & side transverse webs and side keelsons. 1 side transverse web in No.18 deep tank somewhat buckled and wasted.

No.21 deep tank (O.F. or W.B.):- Heavy scale on all structure. A number of slack rivets. Bottom transverse webs wasted adjacent to longitudinal bulkhead.

No.22 deep tank (O.F. or W.B.):- Scale on all structure. A number of slack rivets. 2 bottom longitudinals locally buckled (p.s.) one of which also fractured. A large number of slack rivets in longitudinal end brackets, bottom transverse webs and side keelsons. Deck transverse buckled (p.s.) Washplate on centreline wasted and fractured.

No.23 deep tank (O.F. or W.B.):- Heavy scale on all structure. A large number of slack rivets. 1 side transverse web somewhat buckled and 2 side stringer end brackets sprung. Cement box on longitudinal bulkhead at centre bottom transverse web.

No.24 deep tank (W.B.):- Scale on all structure. A number of slack rivets. Cement box at after end of longitudinal bulkhead in way of bottom shell connection. Tank top locally buckled at after end.

No.25 deep tank (W.B.):- Scale on all structure. A number of slack rivets. Deck transverse web (s.s.) slightly buckled.

Bilge pump compartment & deep cofferdam:- All structure requiring scaling for examination.

No.26 deep tank (W.B.):- Scale on all structure. A number of slack rivets. Tank top stringer plate buckled locally.

No.27 W.T. compartment:- Scale on all structure. 6 buckled frames and beam knees (p.s.)



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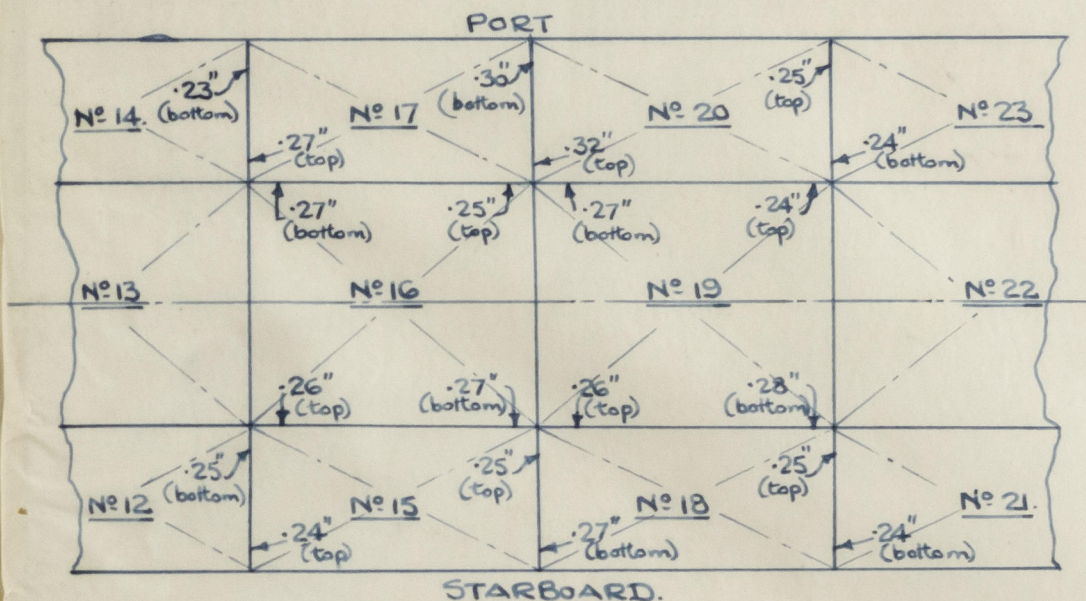
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No.28 W.T. Compartment:- Scale on all structure.

Note:- A provisional test hole was drilled in both strakes of plating of each of the transverse and longitudinal bulkheads between the deep tanks amidships and gauged as shown in plan below.



Original thickness of above bulkhead plating as per builders drawings is 12 lbs (approx. .30" plating).

Store spaces over wing deep tanks:- In all these spaces (p & s), the wing plates of divisional bulkheads were found somewhat buckled, side transverse webs were also found buckled in varying degree and side stringers were found set in over entire length, stringer end brackets being buckled and sprung. Stringer plate of deck over found to be buckled practically over entire length (p & s).

Engine Room & Boiler Room:- These spaces appear generally in order except for deckhead stringer plate in Boiler Room (s.s.) found locally buckled.

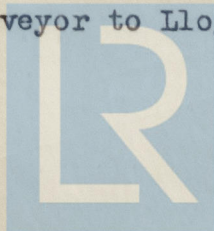
Cargo Hold:- Appears generally in order except for a number of slight indents in tank top plating. The drilling of test holes in deck and tank top plating for possible wastage would be advisable.

Casings & Superstructures, etc:- So far as now examined, appear in generally reasonable condition, but removals as per Rule requirements necessary for complete examination.

Note:- Steering gear, windlass, anchors and cables, chain lockers, etc. remain to be examined.

*R.S. Leishman*

Surveyor to Lloyd's Register.



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