

State if Report has been sent on the Freeboard of the Vessel yes.State if Report is sent on the Machinery of the Vessel yes.

Date of completion of report

28/2/40

Port of

Leith

No. 20041

Survey held at

Leith

Date First Survey

4/12/39

Last Survey

24/2/40

19

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

"EMPIRE WARRIOR"

EX

"BIANCA"

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

Full scantling.

State Type of Erections ^{Prop. & Bridge combined} Forecastle.

TONNAGE under Tonnage Deck...

1153.

CLASS

Condensed 100 A -

State if with freeboard as condition of Class

No.

Built at

Hamburg.

Launched

Yard No.

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

L 242' 9 1/2"

Breadth (greatest moulded)

B 36' 0 1/2"

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

D 18' 0"

Total

1153.

Gross Tonnage

1306.

Register Tonnage

721.

1st Longitudinal Number (L x D).....=

✓

2nd Numeral L x (B + D).....=

✓

Framing Depth "d," at middle of length. See Sec. 3 (1d)

✓

Proportions—Depth to Length—Uppermost continuous deck to top of keel

✓

Do. Long Bridge to top of keel

✓

Draught Moulded

17' 1 1/2"

If surveyed while building, afloat, or in dry dock

afloat & in dry dock.

REGISTERED DIMENSIONS.

Length 244.6
Breadth 36.2
Depth 15.8

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	23.62"	✓	Bracket Floors, Frame	5' 3' .33	B.S. .33. ✓
" " from 1/3 length amidships to Collision bulkhead.....	23.62"	✓	" " Reversed Frame	4 1/2' 3' .33	B.S. .41. ✓
" " in peaks.....	23.62"	✓	" " Vertical Struts	2 1/2' 2 1/2' .29	B.S. .37. ✓
DE FRAMING.			Centre Girder, depth and thickness amidships	35 1/2' .37	B.S. .45. ✓
Frame Amidships, Angle, E or F	7' 3' .39	✓	" " top Angles	3' 3' .35	B.S. .43. ✓
" " Extends up to	UPPER DECK. ✓		" " bottom Angles	4' 4' .39	
REVERSED FRAMING.			Side Girders, No. each side and thickness	2' .29	B.S. .37. ✓
Reversed Frame Amidships, Angle	5' 2 1/2' .31	✓	Margin Plate depth (excl. of flange) and thickness	26 1/2' .33	B.S. .37. ✓
" " Extends up to	SCARPHED TO MAIN FRAMES WITH 19 1/2" SCARPH	✓	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	2 1/2' 2 1/2' .29	B.S. .33. ✓
Depth of Framing Girder	7' ✓		" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	2 1/2' 2 1/2' .29	EVERY 4 TH FRAME. ✓
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	✓		" " Gussets, spacing and scantling abaft 1/2 len. from stem	29 B.S. .33	
" " Second 'tween Decks, Angle, E or F	✓		" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	✓	
" " Third " " " "	✓		Tank Side Brackets, height above base line at toe of Frame and thickness	53' .33	B.S. .37. ✓
13 FRAMES ABAFT COLL. BULKHEAD from 1/2 len. from Stem to 15% len. from Stem	8' 3' .43	✓	INNER BOTTOM PLATING.		
" " in Peaks, Angle or F	5' 2 1/2' .31 WITH INTERMEDIATE FRAMES 5' 3' .37	✓	Breadth and thickness of Middle Line Strake	35 1/2' .35	B.S. .47. ✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/4" R. SPACED 5/4" C to C.	✓	Thickness of remainder in Holds	31' ✓	
State if Frame Joggled	No. ✓		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?	SATISFACTORY AS APPROVED ON THE MIDSHIP SECTION. ✓	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	SATISFACTORY AS APPROVED ON THE MIDSHIP SECTION. ✓		BEAMS.		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	✓		Uppermost Continuous Deck, amidships in Wells, Angle, E or F	6' 3' .35	EVERY. ✓
ANGLE BOTTOM.			" " in way of Bridge, Angle, E or F	6' 3' .35	EVERY. ✓
Floors, Depth and thickness at mid-line in Holds	✓		Spacing	23.62.	✓
Height of Brackets at side above base line at toe of frame	✓		Second Deck, amidships, Angle, E or F	✓	
Middle Line Keelson, on Floors, Angles, E or F	✓		Spacing	✓	
" " Through Plate or Intercoastal Plate	✓		Third Deck, amidships, Angle, E or F	✓	
" " Foundation Plate on Floors	✓		Spacing	✓	
" " Flat Plate Keel Angles	✓		Fourth Deck, amidships, Angle, E or F	✓	
Side Keelsons, No. each side	✓		Spacing	✓	
" " thickness of Intercoastal Plate	✓		Poop Deck, Angle, E or F	5 1/2' 2 1/2' .35	EVERY. ✓
" " Angles	✓		Spacing	23.62.	✓
DOUBLE BOTTOM.			Bridge Deck, Angle, E or F	✓	
Solid Floors, thickness and spacing	.29' B.S. .37. ✓		Spacing	✓	
" " Are Frame and Reversed Frame joggled?	No. ✓		Forecastle Deck, Angle, E or F	5 1/2' 2 1/2' .35	EVERY. ✓
Bracket Floors, breadth and thickness at middle line	15 3/4' .29' B.S. .37. ✓		Spacing	23.62.	✓
" " breadth and thickness at margin plate	17 1/4' .29' B.S. .37. ✓				

PILLARS AND DECKS.			
	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	
PILLARS, No. of Rows.			Stringer Plate, breadth and thickness in way of Bridge
" in 'tween Decks, Size and Spacing			Thickness of Plating abreast Deck openings in way of Wells
" " " " "	SEE MIDSHIP SECTION & REPORT 8, FOR ADDITIONAL PILLARING NOW ADDED TO MAKE UP STRENGTH CONSIDERED NECESSARY.		Thickness of Plating abreast Deck openings in way of Bridge
" in Holds			Thickness of Plating within line of openings
" " " " "			If Sheathed, material and thickness
Centre Line Bulkhead.			Third Deck.
Stiffeners and Spacing			Stringer Plate, breadth and thickness
Plating, thickness of			If Plated, state thickness
STRINGERS AND DECKS.			Fourth Deck.
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness
Stringer Plate, breadth and thickness in Wells	32 1/2 x 45		If Plated, state thickness
" " " " in way of Bridge	26		Poop Deck.
" Angle in Wells	4 4 39		Stringer Plate, breadth and thickness
Thickness of Plating abreast Deck openings in way of Wells	27		Plating, Sheathing, material and thickness
Thickness of Plating abreast Deck openings in way of Bridge	26		Bridge Deck.
Thickness of Plating within line of openings	25		Stringer Plate, breadth and thickness
If Sheathed, material and thickness	NONE		Plating, Sheathing, material and thickness
Second Deck.			Forecastle Deck.
Stringer Plate, breadth and thickness in Wells			Stringer Plate, breadth and thickness
			Plating, Sheathing, material and thickness

SHELL PLATING.							
SCANTLINGS.				RIVETING.			
STRAKES.	AS IN VESSEL.		ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.	
	AMIDSHIPS.			No.	No. of Rows of Rivets.		
	Forward.	Aft.					
	Breadth.	Thickness.	Thickness.	Single or Double.	Rivets.	Rivets.	
	Inches.	Inches.	Inches.	Diam.	Spacing or to cr.	Diam.	Spacing or to cr.
FLAT PLATE KEEL	70	53	53	DOUBLE	7/8 3/4	TREBLE	7/8 3
" DBLG. (if any)							
BOTTOM PLATING, No. of Strakes	43	37	37	DOUBLE	3/4 3	TREBLE	3/4 2 3/4
BILGE PLATING, No. of Strakes	43	37	37	DOUBLE	3/4 3	TREBLE	3/4 2 3/4
SIDE PLATING, No. of Strakes	43	37	37	DOUBLE	3/4 3	TREBLE	3/4 2 3/4
UPPER DECK, Sheer-strake in Wells	43	37	37	DOUBLE	3/4 3	TREBLE	3/4 2 3/4
UPPER DECK, Sheer-strake in Bridge	43	37	37	DOUBLE	3/4 3	TREBLE	3/4 2 3/4
STRAKE BELOW SHEER-strake in Wells	43	37	37	DOUBLE	3/4 3	TREBLE	3/4 2 3/4
STRAKE BELOW SHEER-strake in Bridge							
POOP SIDE PLATING							
BRIDGE SIDE PLATING	43		37	DOUBLE	3/4 3	TREBLE	3/4 2 3/4
FORECASTLE SIDE PLATING		37		DOUBLE	3/4 3	TREBLE	3/4 2 3/4

WATERTIGHT BULKHEADS.				FORGINGS and CASTINGS.			
Total No. of W.T. BULKHEADS in Vessel—				Casting or Forging.			
Extending to Upper Deck (Sec. 3 c)				Scantlings.			
Deck next below				Maker's Name.			
As per Rule				Any Departure from Approved Plans to be Noted.			
FOUR.				KEEL, Bar			
FOUR.				STEM			
				STERN FRAME			
				Speed of Vessel			
				RUDDER—Type			
				A x D			
				Diam. of head			
				Mainpiece at top pintle			
				heel			
				how constructed			
				double or single plate coupling, vertical or horizontal			

STIFFENERS.			
Plating Thickness.	VERTICAL.		HORIZONTAL.
	Scantlings.	Spacing.	Scantlings.
MIDSHIP BULKHEAD, Uppermost deck	FRAME 61.	39x25 7/8 x 39x25 7/8	27 1/2
" " Second	FRAME 39.	33x25 7/8 x 39x25 7/8	27 1/2
" " Third			
" " Holds			
COLLISION	FRAME 115.	39x25 7/8 x 39x25 7/8	27 1/2
AFTER PEAK	FRAME 7.	27x25 7/8 x 39x25 7/8	27 1/2

STEEL.	
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	
Has the Steel been tested as required by the Rules?	

EQUIPMENT No.				ANCHORS.			
LETTER				ANCHORS.			
Number of Certificate.	Anchor.	Weight, Ex. Stock.	Test, Per Certificate.	Weight, Ex. Stock.	Test, Per Certificate.	Weight, Ex. Stock.	Test, Per Certificate.
1st Bower	32	2 0	Stockless	30 1/2	2 0	Stockless	30 1/2
2nd "	32	2 0	do.	30 1/2	2 0	do.	30 1/2
3rd "	29	2 0	do.	26	2 0	do.	26
Collective weight.	94	2 0	do.	87	2 0	do.	87
Stream	10	3 0	Ordinary				

CHAIN CABLES.				HAWSERS AND WARPS.			
LETTER				HAWSERS AND WARPS.			
Number of Certificate.	Length and size supplied.	Test per Certificate.	Weight of Chain Cable.	Length and size supplied.	Test per Certificate.	Weight of Chain Cable.	Length and size supplied.
1	205 1 1/8	1 1/8	1 1/8	100 3	1 1/8	1 1/8	1 1/8

STEERING GEAR, Type (Power or hand)				Alternative Means of Steering			
Steam				Hand gear aft.			
Steering Chains (Size and Test)				Boats 2 Lifeboats + 1 Dinghy.			
1 dia 12 tons				Boats 2 Lifeboats + 1 Dinghy.			
Ceiling in Holds, thickness and material				Cargo Batches, thickness, material and spacing			
2 1/2 thick w. w.				no cargo batches fitted.			
Cargo Hatchways—(Upper Deck)				Thickness of Hatches			
Steel plates and angles				3 1/2 x 2 1/2			
Size of Hatchways No. 1 (Fwd.)				No. 2			
19' 8" x 11' 9"				35' 6" x 12' 6"			
No. 3				35' 6" x 12' 6"			
No. 4				35' 6" x 12' 6"			
No. 5				35' 6" x 12' 6"			
No. 6				35' 6" x 12' 6"			
Number of Shifting Beams				3			
and/or Fore and Afters				3			

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo

This vessel was built in Germany, and received the highest class assigned by the Germanischer Lloyd's—Klasse 100 A (E).

The scantlings have been checked on the vessel, with those on the plans, approved by the Germanischer Lloyd's & this Society & found to agree with the same.

The materials & workmanship as far as could be ascertained, appear to be good.

The shell plating was drilled in the vicinity of the funnel recess aft, fore ends of 18' 1 hold and amidships. A few rivets were removed, examined & appear to be sound material & the work properly closed in way of same. The remainder of the ship's plating was drilled as deemed necessary. The double bottom tanks, fore and after peak tanks, w. t. door, were tested in accordance with the Society's Requirements & found to be satisfactory. The windlass & steering gear, have been tested under working conditions & found in

The amount of Entry Fee		Fees applied for,	
£	29/2/1940	£	29/2/1940
Special Survey Fee	£ 50 0 0	Received by me,	28/5/1940
EXTENSIVE REPAIRS	£ 10 10 0	I am of opinion the Vessel should be Classed	100 A—
TRAVELLING EXPENSES, if any	£ 10 0 0	Signature	Robert Wood

Committee's Minute		Date of issue	
TUE. 12 MAR 1940		20/3/40	
Character assigned		100 A—	
S. S. 2 nd No. 3-2.40		S. S. 2 nd No. 3-2.40	
Carg. batters not fitted		S. S. 2 nd No. 3-2.40	
O.L.		S. S. 2 nd No. 3-2.40	

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

order. The freeboard assigned by this Society was marked on the vessel, verified & cut in. A. S.S. 2nd N^o 3 has been carried out at this time & the vessel examined in dry dock. The equipment is deficient from the requirements of this Society & the figure 1. should not be assigned.

The following plans are enclosed herewith:—
Midships Section, General Arrangement & Capacity Plan.

PARTICULARS OF ELECTRIC WELDING (if employed) *Electric welding only employed for minor details.*

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

1. Dk (SH.)

Largo bottom not fitted, cleats only.

Particulars of **Drop Test** of
Cast Steel Anchors, viz.:—
Weight, Surveyor's Initials,
Number of Certificate, Date
of Test.

1st Bower

2nd "

3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *187.75* ft., R.Q.D. *✓* ft., Bridge *✓* ft., Forecastle *33.37* ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated *Poop & Bridge combined.*

Official No. *167399.*

Signal Letters

Extreme Breadth over Belting
(Circ. 1611)

Over-all Length
(Circ. 1703) *255.5*

No. and Material of Decks

1 Dk (steel.)

Parts of Bottom of Vessel coated with cement or approved composition

Cement.

Particulars of composition (if fitted) and of approval *✓*

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284)
Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	<i>51.16</i>	<i>69.0</i>	Fore peak tank,	<i>15.66</i>	<i>38.</i>
Double bottom, under Engines and Boilers, <i>Null</i>	<i>3.94</i>	<i>✓</i>	After peak tank,	<i>13.76</i>	<i>55.</i>
Double bottom, if under Engines only,	<i>19.66</i>	<i>44.0</i>	Deep tank, aft,	<i>✓</i>	<i>✓</i>
Double bottom, if under Boilers only, <i>DRY TANK W.T.</i>	<i>19.66</i>	<i>44.0</i>	Deep tank, forward,	<i>✓</i>	<i>✓</i>
Double bottom, forward,	<i>104.33</i>	<i>194.0</i>	Other tanks, if fitted,	<i>✓</i>	<i>✓</i>
Total length (if continuous) and Capacity	<i>198.75</i>	<i>351.0</i>	(If necessary, furnish further information by sketch.)	<i>✓</i>	<i>✓</i>

Order for Special Survey No. *✓*

Date *✓*

Dates of Surveys
held while building

4/12/39 to 24/2/40



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Lloyd's Register
Foundation

Total No. of Visits *41.*