

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 29/2/40 When handed in at Local Office 29/2/40 Port of Leith  
 No. in Survey held at Leith Date, First Survey 4/12/39 Last Survey 24/2/40 19  
 Reg. Book. (No. of Visits 4)

20909 on the Wood, Iron or Steel S.S. "EMPIRE WARRIOR" Ex "BIANCA"  
 TONNAGE:— Built at Hamburg By whom Hamburg Glbe Schiffbau When 1921 —  
 GROSS 1306 Owners Ministry of Shipping Owners' Address (if not already recorded in Appendix to Register Book)  
 UNDER DEK. 1153 Managers Smith, Hogg & Co. Ltd. Port belonging to London  
 NET 721

Surveyed Afloat or in Dry Dock? Both Name of Dock Prince of Wales Dry Dock Destined Voyage ✓

WB=CellDBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted  
 total capacity tons. FPT tons; APT tons; MT tons } precisely as in Register Book & Supplements)  
 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 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.

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                      ft. 11 ins.  
 painted on Ship and now verified                     

Was a damage report made by anyone else? If so, by whom? ✓

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey 2<sup>nd</sup> N<sup>o</sup> 3 for Classification.

How done:— Vessel placed in dry dock, bottom & rudder cleaned, examined & coated, found or put in good condition. All holds & tween decks examined, ceiling and timbers lifted, surfaces scaled & recoated, casings removed in way of pipes, examined and now in good condition. Coal bunkers cleared for examination, examined & found or put in good condition. The steel of framing & both surfaces of shell plating cleaned and coated. Shell plating hammer tested at bottom, cement found to be adhering satisfactorily. Fore and after peak tanks and double bottom tanks, tested with satisfactory results. These tanks, together with dry tanks and cofferdam, examined internally & re-cemented where necessary & now in good condition. The engine and boiler room spaces, under boilers, all examined & found

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Decks, Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks <u>Good</u>	<u>yes</u>	<u>Good</u>	(State if on Felt.)
Caulking of Decks <u>da.</u>	State if Tanks now tested <u>yes</u>	Dblg. Plates under Sounding Pipes <u>da.</u>	When put on, Month <u>                    </u> Year <u>                    </u>
Stowings <u>da.</u>	Bulkheads <u>Good</u>	Engine Room Skylights <u>da.</u>	Boats <u>Good</u>
Beams & Fastenings <u>da.</u>	Ceiling <u>da.</u>	Coal Bunkers, Open'gs, Lids, &c. <u>da.</u>	Masts, Yards, &c. <u>da.</u>
Outside Plating <u>da.</u>	Cement or Asphalt (state which) <u>da.</u>	Oil Bunkers <u>✓</u>	Condition, how ascertained <u>from exam<sup>n</sup></u>
" " in way of sidelights <u>Good</u>	Rudder <u>Good</u>	Scuppers <u>Good</u>	(state if wedges removed) <u>yes</u>
Breasthooks <u>Good</u>	Steering gear and its connections <u>da.</u>	Cargo Hatchways <u>da.</u>	Sails <u>✓</u>
Transoms <u>da.</u>	Windlass <u>da.</u>	Hatches <u>da.</u>	Equipment letter <u>✓</u>
Frames <u>da.</u>	Have pumps now been examined and found efficient? <u>yes, efficient</u>	Planking of Wood Vessels <u>                    </u>	Anchors, No. of <u>3B 1S 1K</u>
Reverse Frames <u>da.</u>	Have Sluice Valves now been examined and found efficient? <u>✓</u>	Caulking ditto <u>                    </u>	Chain Locker <u>Good</u>
Longitudinals <u>✓</u>	Have Watertight Doors now been examined and found efficient? <u>yes, efficient</u>	Treenails ditto <u>                    </u>	Cables (State if now ranged) <u>yes</u>
Transverses <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes, efficient</u>	Breasthooks & Stems ditto <u>                    </u>	" length <u>205</u> mean diamr. <u>1 1/2</u>
Doors <u>Good</u>		Transoms Pointers, & Crutches ditto <u>                    </u>	" (on board) <u>                    </u> size <u>                    </u>
Belsons <u>da.</u>		Timbers of Frame at openings ditto <u>                    </u>	" Rule length <u>                    </u>
Riggers <u>da.</u>		Ditto Ditto at other places ditto <u>                    </u>	Hawser & Warps <u>Efficient</u>
Inner Bottom Plating <u>da.</u>		Stringers, Clamps & Shells ditto <u>                    </u>	Standing and Running Rigging <u>Good</u>
		Saltg <u>                    </u>	
		(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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of "No. 1-24."

This vessel is in an efficient condition & eligible in my opinion to be classed 100A—, with record of survey 2,40 & the notation of S.S. Lth, 2<sup>nd</sup> N<sup>o</sup> 3-2,40.

SPECIAL S.S. 2<sup>nd</sup> N<sup>o</sup> 3  
 Survey Fee (per Section 20) £ 10 0 0  
 FOR CLASSIFICATION.  
 Special Damage or Repair Fee (if any) £ 10 10 0  
 (per Sec. 20) EXTENSIVE REPAIRS  
 Travelling Expenses (if chargeable) £  
 Second Surveyor's Fee (if any) £

Fees applied for,  
See First  
Survey  
Report

TUE. 12 MAR 1940

Committee's Minute

Character Assigned

See Lth. J.E. 20041

Robert Wood  
John Houston  
 Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register  
 Foundation

W 34-0010(14)



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S.S. "EMPIRE WARRIOR" Ex "BIANCA."

or put in good condition. The masts & rigging (report attached.) anchors & cables ranged & general equipment, hatch covers, supports, tarpaulins, cleats, battens, all ventilators, wood plugs & canvas covers, examined & found in efficient or put in good condition. The steering gear, chains, rods, blocks, quadrant, hand gear, windlass, pump, watertight door, air & sounding pipes, all examined and found or put in good condition. Decks, hatches, casing & coamings examined, cleading removed in way of sidelights & examined, chain locker examined internally & inside tunnel, all found or put in good condition & re-coated where necessary.

Striking plates under all sounding pipes, examined & now efficient.

Freeboard verified.

The shell plating drilled in the vicinity of the tunnel recess aft. fore end No. 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 drilled as deemed necessary.

Watertight door examined under working conditions & found efficient.

For thicknesses of shell plating ascertained by drilling (see report attached.)

#### Wear & tear repairs:-

No. 1 & 2 Holds:- No. 18 bilge bracket (r.s.) reinforced with angle stiffener. No. 19 bilge bracket (r.s.) removed, faired & replaced. No. 20 to 27, bilge bracket (r.s.) inclusive, removed & renewed. No. 20 to 27 beam knees (r.s.) inclusive, removed & renewed & increased to 21" in depth. Beam knees No. 15 to 18, faired in place. No. 29, No. 38 to 46 (r.s.) faired in place and loose rivets renewed. No. 22 bilge bracket (r.s.) removed, faired & replaced. No. 24 bilge bracket (r.s.) reinforced with angle stiffener. Bilge ceiling, limbers and cement chocks, removed, replaced or renewed as necessary. No. 46 shell frame (r.s.) faired in place. Five shell frames (r.s.) removed & renewed complete above tunnel recess top. Two stiffeners at centre line bulkhead at aft end of No. 2 hold, removed and renewed, one stiffener, faired in place. No. 2 hold ladder angle and rungs, removed and renewed, No. 1-2 hold ladders overhauled. Centre line bulkhead at fore end, cropped and part renewed, 3, angle stiffeners in way, removed and renewed. Centre line bulkhead above tunnel recess top, lower half cropped and part renewed, tunnel recess top plates, cropped and part renewed, centre division bars to tunnel recess top, removed and renewed, after peak foundation angle to tunnel recess top, cropped and part renewed. Steel tunnel escape trunk, fitted complete, with hand grips and non skid ladder fitted inside, also hatch on Poop Deck, with steel watertight cover. One shell plate (r.s.) above tunnel recess, removed and renewed. One reverse angle to after peak bulkhead stiffener, removed and renewed. Deck Repairs:- 2 deck doubling



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plates fitted on fore well deck, aft end (P.S.) Two deck doubling plates fitted at end No 3 hatch (P.S.). One deck doubling plate fitted at aft deck in way of Engine room door. Two deck doubling plates fitted in way of mess room door. Lower deck: Three deck plates, removed and renewed on lower deck at aft end (P.S.). One doubling plate, fitted on stringer plate in way. Two deck doubling plates, fitted at hatch ends on aft lower deck (P.S.). Seven tween deck frames in bunker space (P.S.) reinforced with reverse angles. Bunker trunks from boat deck to tween decks, plates cropped and part renewed (P.S.), corner bars removed and renewed together with stiffening angles. Additional pillaring consisting of 4" dia solid pillars in conjunction with gusset plates & tripping brackets, fitted in tween decks, above existing wide spaced hold pillars; now fitted to make up strength considered necessary. Flush escape hatches in tween decks, plated over & the 6 at ends of hatches (main) built up with 9" B.A. coaming, size 2'0" x 2'0", with complete battering arrangement. Six side bunker hatches in bridge space, the existing angle bar coaming dispensed with and replaced complete with 9" B.A. coaming & battering arrangement. All floors in engine room tank (P.S.) lower half cropped, removed and part renewed. Forecastle accommodations dispensed with & now fitted up in the after end of poop, complete with steel bulkheads. Two steel companions fitted on poop deck as entrance to crew quarters & all necessary ventilators, sidelights &c. Deck over accommodation laid with 1 1/2" composition. Hatch on weather deck (P.S.) to original store dispensed with and deck in way of opening plated over. Entrance door to forecastle front dispensed with & tonnage opening 5'4" with 24" coaming fitted in lieu with closing plate & hook bolts. Steel bulkhead inside forecastle (P.S.) & centre, burnt away complete, forecastle deck stiffened & compensated by fitting 2 extra round solid pillars. Door to dispensed w.c. space done away with & opening plated in watertight. All stiffeners to forecastle front reinforced with angle reverse frames. All bulwark stanchions (P.S.) well deck, removed, faired & replaced. No 1 bulwark plate, bridge deck (P.S.) removed, faired and replaced, three bulwark stanchions, removed & renewed, one bulwark stanchion, removed, faired & replaced, spring pipe, wash deck service, four mast shrouds & handrails, removed for access and replaced. All handrails and handrail stanchions throughout the ship, faired and repaired as necessary. 77, main hatch wood covers, renewed, bunker hatches on boat deck and inside forecastle, wood covers renewed complete, fore and afters, 4 off, renewed complete and all fore and afters re-shod and repaired as necessary, hatch cleats, battens, tarpaulins lashings & wedges, renewed as necessary. Wood plugs to air pipes renewed complete, wood plugs & canvas covers to all ventilators, renewed.



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Two bunker ventilator coamings removed and renewed, seven air pipe goosenecks removed & renewed & 16-3 links air pipes (P & S.) renewed complete, wood pipe casing renewed throughout. After peak suction, pipe line renewed complete. All steering chains renewed with tested chains & all rods removed and renewed. Minor repairs effected.

Overall length found to be :- 255.5'

Robert Wood

John Houston

Note: Renewed deck plates and doubling plates as reported above are due to wear & tear

RW



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Lloyd's Register

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