

Rpt. 8

Port Glasgow No. 87419  
Date of writing Report 4/9/57 When handed in at Local Office 7.9.57. Received London 17 SEP 1957  
Survey held at Glasgow No. of Visits 6 First Date 6th AUG. 19. 57. Last Date 14th AUG. 19. 57.

## REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B. 09270 on the Iron or Steel SS YSS Empire Boice.  
Built at Glasgow By Whom Harland Wolff Ltd. When WRECK 291  
Owners Ministry of Transport Owners' address (If not already in R.B.) SECTION  
Managers Atlantic Steam Nav Co. Ltd. Port of Registry No  
Surveyed Afloat or in Drydock BOTH Name of Dock ELDERSLIE DRYDOCK & ELDERSHE Date of last examn. in Drydock 9/8/57  
DOCKYARD (AFLOAT).  
N.B.—Any alterations to existing particulars in the Register Book should be reported and underlined.  
Last Report: No. 146324 Port LIV  
To be filled in at Head Office.

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or refitted the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

Give dates and references to any letters relating to this Report.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

SHIP'S CLASS	Machinery
Date of Special and of Drydocking Surveys, etc.	
<u>+ A - 1/57. SS. Yw 9/52. LMC. 9/52.</u>	<u>MPS 6/56.</u>
<u>with pld. for Service UK &amp; Gt. Br.</u>	<u>JS OG pds. 12/56.</u>
<u>(excluding the west coast of</u>	<u>L AID UP - SURVEYS</u>
<u>Ireland) also to &amp; from the</u>	<u>OVERDUE</u>
<u>Baltic Mediterranean</u>	<u>OF 6/45.</u>
<u>LF. Bow doors.</u>	

In damage cases where the Surveyor has not made a special damage report he should state whether he offered his services for this purpose and to whom and why they were declined.

Freeboard as marked on ship and now verified 14 ft 10 1/2 ins

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

### EXAMINATION AND REPAIRS AS PER RULE FOR CONDITION.

From being Laid up in the Gareloch, the ship was drydocked at Glasgow primarily for the purpose of an off-survey on the ship being handed back to the Ministry of Transport on completion of the charter.

At the same time the Representative of the M.O.T. requested that the opportunity be now taken to make an examination of the ship generally, externally & 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.

#### NOW DONE :-

#### EXAMINED & FOUND EXTERNALLY:

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

Shell Plating:- A number of scrubbed & corroded shell seam & frame rivets (p.s.s.).

The following side shell plates found extensively set in due to accumulated damages.

CONTINUATION OVER/OR SHEET 2

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

Has a Survey also been held on machinery of the Ship?

YES

Is Classification Certificate required? If so, to be sent to

If so, is the Report sent now, or when will it be sent?

YES.

Has Interim Certificate been issued?

NO.

#### GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:—"to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1.55"; or "to remain as Classed and to have record of drydocking 1.55, and the notation of S.S. . . . 1.55".

For the information of the Committee.

R.S. Leshman.  
Surveyor to Lloyd's Register of Shipping

Date of Committee GLASGOW 10 SEP 1957

Minute

Transmit to London

Noted  
for  
Header

TUESDAY - 1 OCT 1957

Noted  
for  
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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

SURVEY

Items	Now Examined YES "NO" or NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock		F.P. Tank		
Rudder lifted		A.P. "		
Weather Decks, Superstructures and Casings		D.R. Tanks (indicate Oil Fuel and Cofferdams)		
Hatchways, Covers, closing and securing appliances				
Ventilator coamings, skylights, companionways and closing appliances		Fresh Water Tanks		
Holds		Deep Tanks		
Tween Decks		Oil Fuel Bunkers and Settling Tanks		
Fore Peak Spaces		Side Tanks		
After "		Wind Tanks		
Engine Space		Other Tanks		
Boiler		Cargo Tanks (Tankers)		
Under Engines and Boilers				
Tunnel and Well		Cofferdams		
Coal Bunkers		Pump Rooms		
Chain Locker				
Other Spaces				

Have the spaces now surveyed been cleaned and recoated as necessary?

Have the close ceiling and cargo hatchways, etc., been removed and replaced as required by the Rules?

Have the bilges been cleaned out and examined?

Has steelwork had rust removed and afterwards been recoated as necessary?

Were inspection plugs or any insulation removed in isolated spaces for examination of steelwork?

Has a Load Line Survey been held? If so, state which

Have the shell and deck plating been drilled as per Rule?

Have any alterations to the approved scantlings and arrangements now been effected?

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds Nos. 1, 2 & 3—Yes; on All—Yes.

TABLE 2

The present condition of the following parts is so far as examined is so reported:

Shell plating	Collar and Cargo Hatchways	Sluice Valves examined and found
" " in way of side scuttles	" " or skylight	Air and Sounding Pipes
Rudder and Sternframe	Cargo and other Hatchways	Doubling Plates under Sluice Pipes
Decks	Hatches and closing appliances	Masts and Rigging examined and found
Superstructures and their closing appliances	Ventilators, their coamings and closing appliances	Condition, how ascertained (State if wedges removed)
Coamings and Casings	Companionways and skylights	Chain Locker
Beams and Fastenings	Shell Openings	Equipment Letter (4) 1 1/2"
Frames	Air Shoots	Anchors, No. of Condition
Reverse Frames	Overhead Discharges and Scuppers	Cables (State if now changed and examined)
Longitudinals	Escalator ports	length (on board) Mean dia.
Transverses	Stairing Gear (Main and Auxiliary)	Rule Length Size
Floors	examined and found	Hawsers and Warps
Keelsons	Windows examined and found	State if any Anchors or Chain Cable have
Stringers	Paints	now been supplied or replaced, if so,
Inner Bottom Plating	W.T. Doors	complete Report (200) and attach
Bulkheads and Tunnel		

Have conditions (A) or conditions (B) of Class (if any) been dealt with?

No. See Below

REMARKS, REPAIRS, Etc. (Contd.)

Survey Fee

£42.0.0

Second Surveyor's Fee (if any)

Special Damage or Repair Fee (if any)

Date when A/c. Rendered

10 SEP 1957

Travelling Expenses (if chargeable)

- 12.0.

Rpt. 9a

Port of GLASGOW.

Continuation of Report No. 47419 dated 4/9/57.

on the

## "EMPIRE DORIC" (Sheet 2.)

## Shell plating (cont'd.)

## Port side. (numbered from aft.)

E strake. No 8 plate.

G. " Nos 4, 6, 7, 8, 9, 10, 11 &amp; 12 plates.

H. " Nos 2A, 2, 3, 4, 6, 7, 8, 9, 10, 11 &amp; 12 plates.

J. " Nos 2, 4, 5, 6, 7, 8, 9, 10, 11 &amp; 12 plates.

K. " Nos 2, 4, 10 &amp; 12 plates.

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

## Starboard side. (numbered from aft.)

F strake. Nos 10 &amp; 11 plates.

G. " Nos 3, 5, 6, 7, 8, 9, 10, 11 &amp; 12 plates.

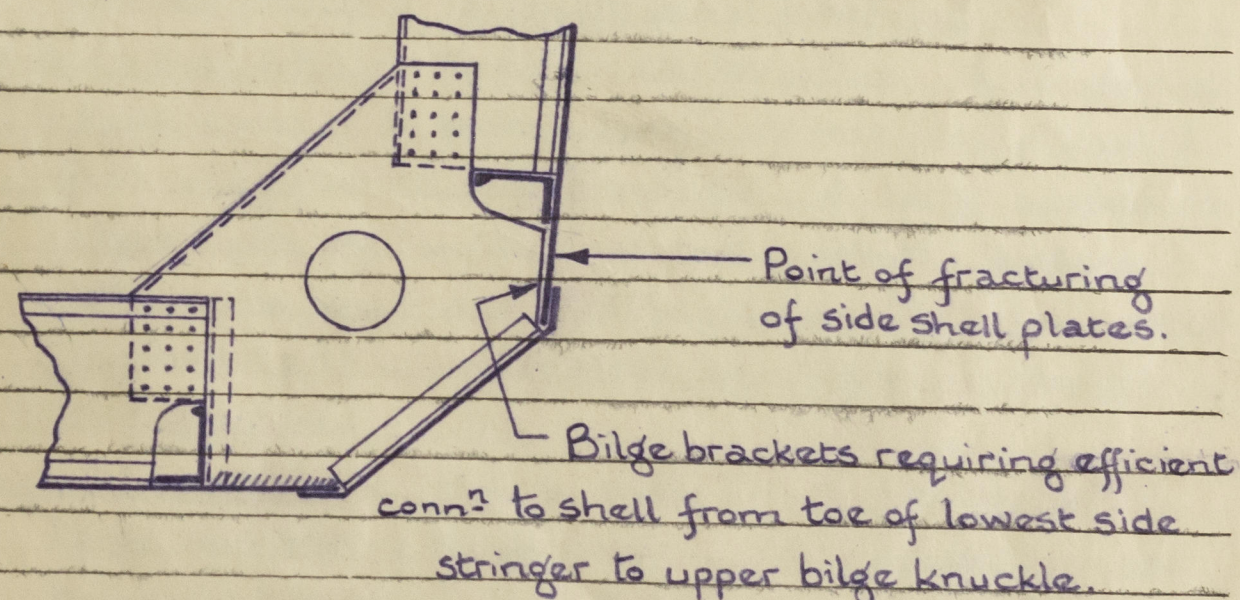
H. " Nos 1A, 2A, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 &amp; 12 plates.

J. " Nos 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 &amp; 12 plates.

K. " Nos 8, 9, 10, 11 &amp; 12 plates.

A total of 40 defective plates of which it is estimated 22 require renewal, 7 to be removed, faired & 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.)



Skids, 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 & 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.



"EMPIRE DORIC". (Sheet 3.)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.

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.

R. S. Leishman

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"EMPIRE DORIC". (Sheet 4.)

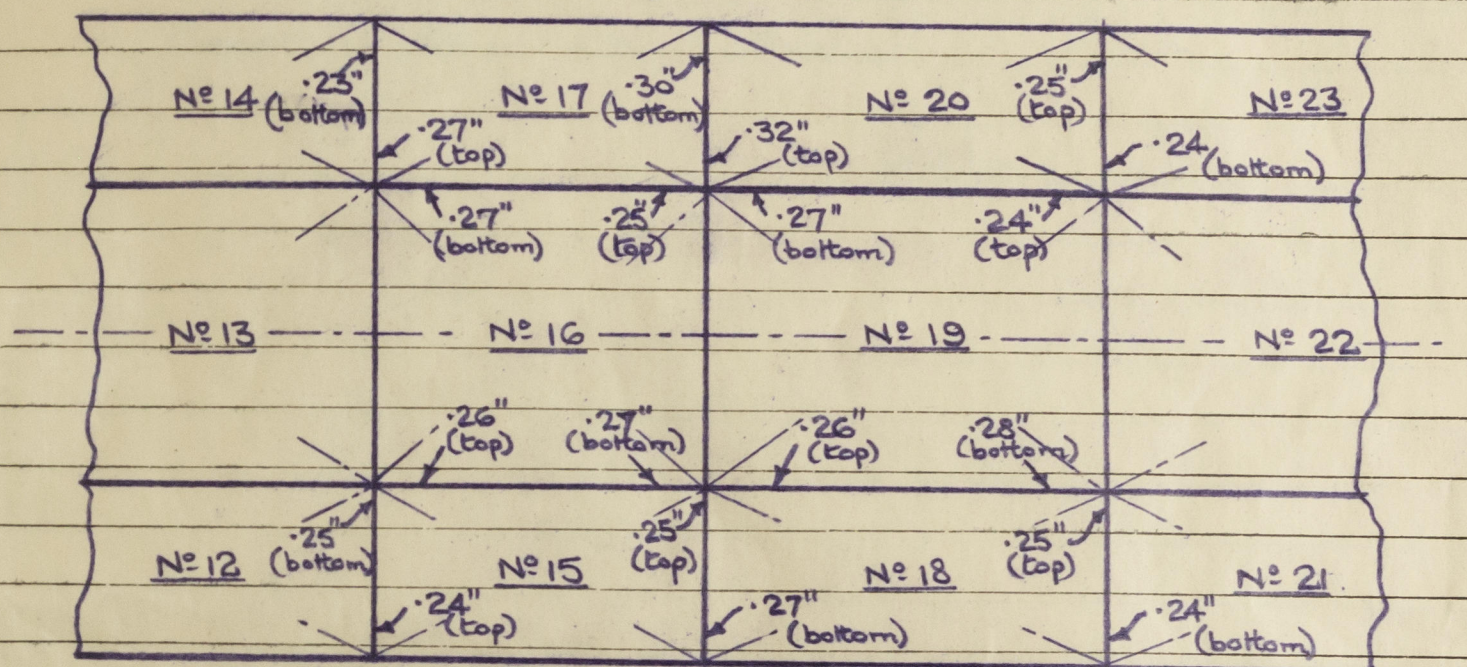
Nº 26 deep tank. (W.B.) :- Scale on all structure. A number of slack rivets. Tank top stringer plate buckled locally.

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

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.

PORT.



STARBOARD

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 & cables, chain lockers, etc., remain to be examined.



"EMPIRE DORIC" (Sheet 5.)

REPAIRS. NOW DONE :- A number of underwater shell rivets overhauled and made good as necessary at this time, but otherwise no repairs were effected at this time and on the ship being undocked she was again laid up in the Gareloch by the Owners pending their final decision regarding the overdue Special Survey.

The outstanding Conditions & Endorsements of Class were not dealt with at this time.

Report 10 issued - copy attached.

R.S. Leishman



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