

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 22/2/42 When handed in at Local Office 25/2/42 to Port of London

No. in Survey held at London Date, First Survey 6/8/41 Last Survey 10/2/42 19

Reg. Book. 3647 on the Wood, Iron or Steel S.S. EMPIRE EXPLORER ex INANDA

TONNAGE— Built at Newcastle By whom Swan Hunter & Wigham When 1925 5

GROSS 5345 Owners Ministry of War Transport Owners' Address Richardson Rd.

UNDER DK. 4742 Managers T. J. Harrison Port belonging to London

NET 3180 Surveyed Afloat or in Dry Dock? Both Name of Dock K. George V. and S.W. India Destined Voyage India

Cell/D/Bo/D/BA feet; uE&B feet; f Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity tons. FPT tons; APT tons; MT feet tons. CHARACTER: +100A1 3,40 Machinery and Boiler Surveys: +LMC 7,37 BS 7,39

N.B.—All alterations in the existing records should be underlined. Last Report, No. 109098 Port Lon.

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

CHARACTER: +100A1 3,40	Machinery and Boiler Surveys: +LMC 7,37 BS 7,39
SS Bkn. No 3-7,37	TS(2L) N 7,37

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. Yes, not required

Society's Freeboard (if assigned) as painted on Ship and now verified 5 ft 5 3/4 ins

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to have been sustained through enemy action on the 7th September 1940 while lying in the R. Victoria Dock, Conversion to cargo carrier, and Special Survey 2nd No. 1.

How done: Vessel placed in dry dock.
The vessel has been converted at this time from passenger and cargo service to cargo service only, the boat and promenade decks having been removed.
The following damage repairs now effected:
Shell port side, from aft
"L" (bridge sheerstrake) nos. 5, 6, 7, 8, 9, 10, 11 + 12 renewed.
Sidelights cut in sheerstrake "L" in way of gunner's accommodation aft only (b) OVER

SUMMARY OF DAMAGE REPAIRS—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	22	6 shot			174 5/8"		134 7/8"	As report
Removed and Faired or Repaired	1				5		2	
Faired or Repaired in place	16							

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	Good	Ceiling	Good	Coal Bunkers, Openings, Covers, &c.	Good	(State if on Felt.)	When fitted Month Year
Caulking of Decks	"	Cement or Asphalt	"	Oil Bunkers	"		
Coamings	"	Rudder	"	Scuppers	Good	Boats	Good
Beams & Fastenings	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	"
Outside Plating	"	Windlass	"	Hatches	"	Condition, how ascertained	Riggers report
" " in way of sidelights	"	Have pumps been examined and found efficient?	yes	Planking	/	(State if redges removed)	none
Frames	"	Have Sluice Valves been examined and found efficient?	none	Caulking	/	Equipment letter	2
Reverse Frames	"	Have Watertight Doors been examined and found efficient?	yes	Treenails	/	Anchors, No. of	3+1
Longitudinals	✓	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson	/	Cables (State if now ranged)	yes
Transverses	✓	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	/	" length 270 fms mean diamr.	2 1/16"
Floors	Good	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings	/	" (on board) 270 fms. size	2 1/16"
Keelsons	"			Stringers at other places	/	Chain Locker	Good
Stringers	"			Stringers Stamps & Shelves	/	Hawsers & Warps	"
Inner Bottom Plating	"			Salting (State if examined.)	/	Standing and Running Rigging	"
Have the Tanks been examined internally?	yes					Sails	✓
Have the Tanks been tested?	yes						

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 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."
This vessel, is eligible in my opinion to remain as classed with the notation S.S. Lon. No. 1-42 and record of docking 1,42 subject to base of stemframe (E.W. 3,40) being specially examined at next docking.

Survey Fee (per Section 29)	£ 18 : 15 : 0	Fees applied for,	19
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 105 : 0 : 0	Received by me,	19
Travelling Expenses (if chargeable)	£ 21 : 0 : 0		
Second Surveyor's Fee (if any)	£		

Arthur H. Smith
Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Character Assigned
100A1 Subject
S.S. 41
S.S. No 1-42
+ Lmc 2,42



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

Is Certificate required? If so, to be sent to

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damp as to spread the ink, or to cause it to show through to the other side.

In "K" strake doubling plates fitted over cooling port openings at frames nos. 78 + 79 and at frames nos. 87 + 88, 2 short frames at each side of old openings renewed. The cooling ports have been dispensed with on each side. Salvage hole at frames nos. 91 + 92 plated over. Upper edge of "K" strake faired in place as required.

In "H" strake nos. 6, 8, 9, 10, 11 + 12 welded plates fitted over openings for storm valves which have now been dispensed with. Shell star. side from aft. In "L" (bridge sheerstrake) nos. 5, 6, 7, 8, 9, 10, 11 + 12 renewed.

"K" no. 6 + 8 renewed, upper edge of this strake faired in place as required. "J" no. 7 removed, faired and replaced, no. 8 renewed. "H" no. 8 renewed. "G" nos. 14 + 15 renewed, several shrapnel holes in adjacent plate above welded.

"K" doubling plate fitted over cooling port opening at frames nos. 85 + 86, also over ash door in K no. 8 at frames nos. 90 + 91, 2 short frames at each side of old cooling port opening renewed. In "H" strake nos. 6, 7, 8, 9, 10 + 12 welded plates fitted over openings for storm valves which have now been dispensed with.

Bridge deck
Plating and beams with beam knees of this deck renewed complete in accordance with approved plan.

Upper deck
Plating and beams of this deck renewed complete in way of bridge.

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.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons	Owts.	qrs.	lbs.	Owts.	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.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.		Length.	Diam.					
						Owts.	qrs.			lbs.				Owts.

Iron Steam Chain or Steel Wire...

deck in accordance with approved plan.

Star. side
Stringer nos. 4 + 6 removed, faired and replaced, nos. 5, 7, 8, 9, 10 + 11 renewed.

"A" nos. 3, 4, 5, 6, 7, 8, 9, 10, 11 + 12 renewed.
"B" " 6, 7, 8, 9, 10, 11 + 12 renewed, no. 13 cropped and part renewed.
"C" " 7, 8, 9, 10, 11 + 12 renewed, no. 13 cropped and part renewed.

Arthur H. Smith
OVER

EMPIRE EXPLORER

"D" nos. 4, 13, 15 + 16 renewed, no. 17 cropped and part renewed. Centre line no. 13 renewed. Stringer angle and shell lugs in way all renewed. Doubling plates at corners of openings and girders under deck as per approved plan.

Port side

"D" nos. 4, 13, 15 + 16 renewed, no. 17 cropped and part renewed. "C" " 7, 8, 9, 10, 11 + 12 renewed, no. 13 cropped and part renewed. "B" " 6, 7, 8, 9, 10, 11 + 12 renewed, no. 13 cropped and part renewed. "A" " 6, 7, 8, 9, 10, 11 + 12 renewed. Stringer nos. 7, 8, 9, 10 + 11 renewed.

Stringer angle and shell lugs in way all renewed. Doubling plates at corners of openings and girders under deck as per approved plan.

Beams nos. 38, 39, 40 star. side cropped, part removed, faired and replaced and back bars fitted. nos. 57 + 58 cropped and part renewed. nos. 59 to 64, 82, 98 to 102, 106 to 112, 116 to 121 all inclusive through beams renewed, nos. 123 to 127 inclusive through beams removed, faired and replaced. nos. 66 to 81, 83 to 88, 90 to 97, 103, 104, 113, 114, 115 inclusive half beams port and star. renewed.

2nd deck star. side

Stringer no. 9 renewed. "A" nos. 4 + 5 renewed. "B" " 7 renewed. Stringer angle part renewed and shell lugs to new stringer plate renewed. Beams nos. 66 to 81 inclusive half beams in way of engine casing renewed and 17 beam knees removed, faired and replaced.

Port side

Stringer no. 9 cropped and part renewed. "A" nos. 4, 5 + 6 renewed. "B" " 7 + 8 renewed. 2 corner doublings renewed. Beams nos. 66 to 81 inclusive half beams in way of engine casing renewed and 17 beam knees faired in place. Screen bulkhead in engine room (no. 82) plating except wing plates (p+s) and stiffeners renewed complete. W.T. bulkhead in stokehold (no. 89) plating except wing plates (p+s) and stiffeners renewed complete. Tunnel between engine room and stokehold (working passage) and steam pipe tunnel on 2nd deck renewed complete. Engine and boiler casings, engineer's deckhouse (p+s) and forward saloon deckhouse renewed complete in accordance with approved plans.

Arthur H. Smith
OVER



"EMPIRE EXPLORER"

Erection bulkheads at forward and after ends of bridge deck renewed complete, No. 3 hatchway on bridge and upper decks renewed, all in accordance with approved plans.

New storeroom fitted at fore end of bridge tween deck.

Engine room bulkhead at aft end on p+s. sides wing plate cropped and part renewed and next 2 plates renewed.

Engine's store renewed. Steelwork hose tested as required on completion of repairs.

In view of the fact that the bridge deck sheerstrake (now renewed complete) had been under fire it was decided to take bend and tensile tests of the very badly affected plates.

The bend tests were found satisfactory and tensile tests gave the following results.

Thickness	area	Load	Tons/In ²	Extension
.66	1.11	27.4	24.6 ✓	29.2%
.66	1.07	26.5	24.7 ✓	28.6%

All air and sounding pipes, strum boxes, bilge and tank suction, cement chocks, ceiling, sparring, overhauled and repaired or renewed as required. Storm valves renewed as required.

The fore peak and aft peak tanks, deep tank, and all double bottom tanks were examined internally and tested.

Striking plates renewed where required.

Side, tween deck and cross bunkers examined, scaled as required and coated.

Copies of the following approved plans accompanies this report:-

Bridge deck, upper deck, deckhouses & casings, bridge end bulkheads

General arrangement as a cargo carrier herewith, also part shell expansion.

S.S. 2nd No 1:- Vessel again placed in dry dock (1/42), bottom & rudder cleaned, examined and coated.

All holds, tween decks, air and sounding pipes examined.

Fore peak and aft peak spaces, engine and boiler spaces, bunkers (side, tween and cross) examined.

Fore and after peak tanks, deep tank, and all double bottom tanks examined internally and tested.

Tanks scaled as required and coated.

Weather decks, hatch coamings, beams, covers, tarpaulins, battening down arrangements, vents, machinery casings, openings examined.

Anchor, cables, chain locker, rigging (see report attached) and general equipment examined.

Plating under sidelights, hand pump & W.T. doors examined & tried.

Windlass and steering examined and tried under power.

Freeboard verified.

Arthur N. Smith

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S.S. "EMPIRE EXPLORER"

Repairs Several stiffener brackets in deep tank renewed.

Rudder all bushes renewed in the gudgeons, and 4 risers renewed. In side lower bunkers several doublings fitted on account of local wastage.

S.R.L. indented keel and shell plating examined. Mr Smith by telephone states he is satisfied. No repairs are considered necessary and the seaworthiness of the ship not being affected it is considered that this item could be deleted.

Stemframe (EW 3,40) examined and found to continue efficient.

New tonnages Gross 5344.64
U.D. 4742.26
Net 3180.23

Port of Registry London.

Loadline Certificate endorsed for deeper loading.

Arthur N. Smith

He is satisfied
24.11.42

(Hd)



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