

STEEL STEAMER OR MOTORSHIP.

Received at London Office

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

August 1946

Port of

*West Hartlepool*No. *18768*

Survey held at

West Hartlepool

Date First Survey

26th July

Last Survey

1st August 1946

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

*Single Screw**"EMPIRE ROCK"**"Machinery amidships"*

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

Complete Superstructure without tonnage opening

State Type of Erections

Increase

TONNAGE under Tonnage Deck ...

6574

CLASS

State if with freeboard as condition of Class

Yes

Built at

Sunderland

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)

425.0

Launched

Yard No. *296*

Total

Breadth (greatest moulded)

56.0

Builders

Messrs. Bartram & Sons

Gross Tonnage

7061.30

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

34.66

Owners

S. G. Embiricos

Register Tonnage

4889.84

1st Longitudinal Number (L x D)

15194

Managers

(Where necessary to be entered in Reg. Book)

REGISTERED DIMENSIONS.

FEET

*431.0**56.3**35.2*

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

22.3

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

11.27

(Do. Long Bridge to top of keel)

Draught Moulded

26' 7 1/2"

If surveyed while building, afloat, or in dry dock

dry dock & afloat

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.
S, Spacing amidships	<i>31</i> ✓		Bracket Floors, Frame		
" from 1/2 length amidships to Collision bulkhead	<i>29</i> ✓		" " Reversed Frame		
" in peaks	<i>24</i> ✓		" " Vertical Struts		
FRAMING.			Centre Girder, depth and thickness amidships		
Amidships, Angle, <i>E</i> or <i>C</i>	<i>12 3 1/2 9/16 to Upper</i>		" " top Angles		
" Extends up to	<i>+ 2nd deck alt.</i>		" " bottom Angles		
ed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness		
" Extends up to	✓		Margin Plate depth (excl. of flange) and thickness		
of Framing Girder	<i>12"</i>		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem		
s in Uppermost Continuous 'tween Decks, Angle, <i>E</i> or <i>C</i>	<i>12 3 1/2 9/16 all</i>		" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area		
" Second 'tween Decks, Angle, <i>C</i> or <i>E</i>	✓		" " Gussets, spacing and scantling abaft 1/4 len. from stem		
" Third " " " "	✓		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area		
from 1/2 len. for'd. to 15% len. from Stem	<i>12 3 1/2 9/16</i>		Tank Side Brackets, height above base line at toe of Frame and thickness		
in Peaks, Angle or <i>C</i>			INNER BOTTOM PLATING.		
er and Spacing of Rivets through Frame and Shell Plating amidships	<i>Bottom 3 1/2 x 7/8</i>		Breadth and thickness of Middle Line Strake		
Frame Joggled	<i>Yes</i>		Thickness of remainder in Holds		
e scantlings and arrangements in the ing Area in accordance with the Rules or as approved?	<i>Frames 15 x 1 1/2 x 1/4</i>		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?		
e scantlings and arrangements in way e Bottom Forward in accordance with Rules and/or as approved?			BEAMS.		
BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, <i>E</i> or <i>C</i>	<i>8 3 1/2 42</i>	
Depth and thickness at mid-line in Holds			" " in way of Bridge, Angle, <i>C</i> or <i>E</i>	✓	
Height of Brackets at side above base line at toe of frame			Spacing	<i>31</i>	
Line Keelson, on Floors, Angles, <i>C</i> or <i>E</i>			Second Deck, amidships, Angle, <i>E</i> or <i>C</i>	<i>9 3 1/2 39 1/2</i>	
" " Through Plate or Inter-costal Plate			Spacing	<i>31</i>	
" " Foundation Plate on Floors			Third Deck, amidships, Angle, <i>C</i> or <i>E</i>	✓	
" " Flat Plate Keel Angles			Spacing	✓	
elons, No. each side			Fourth Deck, amidships, Angle, <i>C</i> or <i>E</i>	✓	
" thickness of Inter-costal Plate			Spacing	✓	
Angles			Poop Deck, Angle, <i>C</i> or <i>E</i>	✓	
DOUBLE BOTTOM.			Spacing	✓	
Solid Floors, thickness and spacing			Bridge Deck, Angle, <i>C</i> or <i>E</i>	✓	
" " Are Frame and Reversed Frame joggled?			Spacing	✓	
Bracket Floors, breadth and thickness at middle line			Forecastle Deck, Angle, <i>E</i> or <i>C</i>	<i>9 3 1/2 42 1/2</i>	
" " breadth and thickness at margin plate			Spacing	<i>27 x 24"</i>	

PILLARS AND DECKS.			
PILLARS, No. of Rows	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	ISCHES IN SHIP.
Stringer Plate, breadth and thickness in way of Bridge	✓		36
Thickness of Plating abreast Deck openings in way of Wells	✓		34
Thickness of Plating abreast Deck openings in way of Bridge	✓		34
Thickness of Plating within line of openings	✓		none
If Sheathed, material and thickness	✓		none
Third Deck.			
Stringer Plate, breadth and thickness	✓		36
If Plated, state thickness	✓		32
Fourth Deck.			
Stringer Plate, breadth and thickness	✓		32
If Plated, state thickness	✓		32
Poop Deck.			
Stringer Plate, breadth and thickness	✓		32
Plating, Sheathing, material and thickness	✓		32
Bridge Deck.			
Stringer Plate, breadth and thickness	✓		32
Plating, Sheathing, material and thickness	✓		32
Forecastle Deck.			
Stringer Plate, breadth and thickness	✓		32
Plating, Sheathing, material and thickness	✓		32

EQUIPMENT No. 40052				LETTER a t				ANCHORS.			
WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.		WEIGHT REQUIRED BY TABLE 53.		Description of Anchor.		Makers.	
1st Bower	68	1	0	52	15	2	14	68	Byes Improved	✓	Std 9/4/43 R.J. Logan
2nd	68	1	2	52	15	2	14	68	"	✓	Std 9/4/43 R.J. Logan
3rd	68	1	2	52	15	2	14	68	"	✓	Std 9/4/43 R.J. Logan
Collective weight	197	3	7	154	45	6	42	197	Rodgers	✓	L.W. 9.3.43. A. Green

CHAIN CABLES.				HAWERS AND WARPS.			
Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Table 53.	
270	2	100	10	577	1-0	270	2
90	5	90	5	90	5	90	5

STEERING GEAR, TYPE (Power or hand)				STEERING CHAINS (Size and Test)				SILING IN HOLDS, THICKNESS AND MATERIAL				CARGO HATCHWAYS. (Upper Deck)				ZE OF HATCHWAYS No. 1 (Fwd.)				NUMBER OF SHIFTING BEAMS and/or Fore and Afters			
Donkin & Co. Steam & Telemotor control				✓				2 1/2" bidge ceiling only				Steel plating & angles				31'6" x 20'0" No. 2 31'0" x 20'0" No. 3 31'0" x 20'0" No. 4 12'11" x 20'0" No. 5 31'0" x 20'0" No. 6 31'0" x 20'0"				5 5 5 1 5 5			

SHELL PLATING.				RIVETING.			
SCANTLINGS.				BUTTS.			
Flat Plate Keel	54	80	70	70	Double	7/8	3/4
Bottom Plating, No. of Strakes	4	60	50	50	Double	7/8	3/4
Bilge Plating, No. of Strakes	4	60	50	50	Double	7/8	3/4
Side Plating, No. of Strakes	3	60	45	45	Double	7/8	3/4
Upper Deck, Sheer-strake in Wells	77 1/4	73	46	46	Double	7/8	3/4
Upper Deck, Sheer-strake in Bridge		65	46	46	Double	7/8	3/4
Strake below Sheer-strake in Wells					Double	7/8	3/4
Strake below Sheer-strake in Bridge					Double	7/8	3/4
Poop Side Plating					Double	7/8	3/4
Bridge Side Plating					Double	7/8	3/4
Forecastle Side Plating					Double	7/8	3/4

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. No

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).

This vessel was built under the supervision and to the classification of the British Corporation, in 1943 for the Ministry of War Transport. The new owners, Messrs S.G. Emberton claim the vessel to be classed with Lloyd's Register of Shipping.

The shell & deck plating have not been dulled but the thicknesses from the plate landings & other scantlings verified were found to be in accordance with the scantlings as approved for B Type Vessels. Plan of midship section of vessel attached.

The tanks have not been examined internally or tested.

The windlass & steering gear were satisfactorily tried under steam.

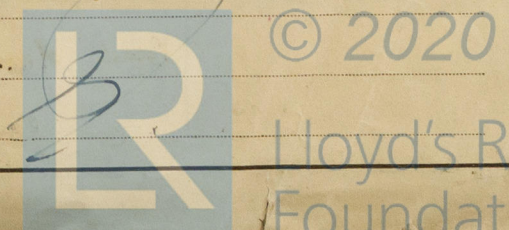
The anchor & cables were verified with certificates on board.

The assigned freeboards have been verified & C11 forwarded to London.

WATERTIGHT BULKHEADS.				FORGINGS AND CASTINGS.			
Total No. of W.T. BULKHEADS in Vessel—	Collision Bulkhead to upper deck			KEEL, Bar	Forging		
Extending to Upper Deck (Sec. 3 c)	6 W.T. Bulkheads to 2nd deck			STEM	Fabricated		
Deck next below	6 divisional bulkheads in lower deck			STERN FRAME	Rudder		
As per Rule				RUDDER—Type	Fabricated		

STIFFENERS.			
MIDSHIP BULKHEAD, Upper 'tween decks	Vertical	Horizontal	
Second	Scantlings	Spacing	
Third	Scantlings	Spacing	
Holds	Scantlings	Spacing	
COLLISION (in Hold)	Scantlings	Spacing	
AFTER PEAK	Scantlings	Spacing	

STEEL.			
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)			
Yard classed with British Corporation of built under their supervision			
Has the Steel been tested as required by the Rules?			



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.)

Similar Vessels: *Bantrams No 297 + 8 "Empire Lorient" + "Empire Blazing"*

Midship Section forwarded Lincoln.

openings in divisional H.T. Bhdos in tween decks are closed by riveted plates.

PARTICULARS OF ELECTRIC WELDING (if employed)

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

Cruiser stern, Two decks, cargo battens not fitted. Collision Bulkhead to weather of 6 bhdos to 2nd deck. 6 divisional H.T. bulkheads in tween decks. Accp. Equipment notation.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	Weight and pins	Surveyor's Initials	Wt of Cnt.	Date
1st Bower	44-2-14	A.E.G.	4608	27.11.42
2nd "	44-1-21.5	A.E.G.	4520	10.11.42.
3rd "				
<i>Shewn anchor</i>		<i>J.H.T.</i>	<i>5385</i>	<i>19.1.17.</i>

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

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

Official No. *169120* Signal Letters *2 decks* Extreme Breadth over Belting (Circ. 1611) *446'4"* Over-all Length (Circ. 1703)
No. and Material of Decks *2 decks*
Parts of Bottom of Vessel coated with cement or approved composition *✓ Bottom in tank under boilers coated with cement*
Collision Bhd to upper deck see letter 6.8.48
Particulars of composition (if fitted) and of approval *Collision Bhd to 2nd deck 6 divisional Bhdos in tween decks*

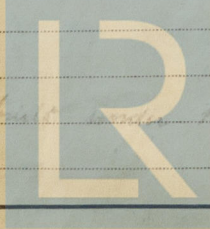
PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
Double bottom, aft,	Feet. 62.0	Tons. 233	Fore peak tank,	Feet. 15	11
Double bottom, under Engines and Boilers,	46.5	215	After peak tank,		
Double bottom, if under Engines only,			Deep tank, aft,	at turret sides 49.08	30
Double bottom, if under Boilers only,			Deep tank, forward,	14.0	25
Double bottom, forward,	209.7	829	Other tanks, if fitted, <i>Wing tanks in Machinery space</i>	23.25	38
Total length (if continuous) and Capacity	318.2	1277	(If necessary furnish further information by sketch.)		

Order for Special Survey No.

Date.

Dates of Surveys held while building



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