

Rpt. 1

RECEIVED

15 OCT 1943

IN D.O.

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 **11TH OCTOBER 1943** Port of **GLASGOW** No. **67629**Survey held at **GLASGOW** Date First Survey **25TH MAY 1942** Last Survey **5TH OCTOBER 1943**On the (State if Machine is of Aft and of Single, Twin or Triple Screw) **SINGLE SCREW MOTOR VESSEL "EMPIRE MACKAY" (MACHINERY AFT)**State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) **FULL SCANTLING** State Type of Erections **P, B & F.C.E.**TONNAGE under Tonnage Deck **7215.04**

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

Total **7215.04**Gross Tonnage **8908.03**Register Tonnage **5658.09**

REGISTERED DIMENSIONS.

Length **463'2"**Breadth **61'2"**Depth **33'4"**CLASS **A 100 A1**State if with freeboard as condition of Class **No**Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) **460**Breadth (greatest moulded) **B 61**Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) **D 33.25**1st Longitudinal Number (L x D) **15295.0**2nd Numeral L x (B + D) **43355.0**Framing Depth "d," at middle of length. See Sec. 3 (1d) **13.83**Proportions—Depth to Length—Uppermost continuous deck to top of keel **27'-0 3/4"**

Do. Long Bridge to top of keel

Draught Moulded **27'-0 3/4"**Built at **GLASGOW**Launched **17TH JUNE 1943** Yard No. **11679**Builders **HARLAND & WOLFF LTD**Owners **MINISTRY OF WAR TRANSPORT.**Managers **BRITISH TANKERS LTD**

Residence

Port of Registry **GLASGOW**

If surveyed while building, afloat, or in dry dock

BUILDING & AFLOAT.

LONG FRAMING AS PER PAGE 5. 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.	31 1/2 APART.	✓	Bracket Floors, Frame		
IN WAY OF DEEP TANK FW			Reversed Frame		
" " " " " "	26 APART	✓	Vertical Struts		
" " " " " "	24 APART	✓	Centre Girder, depth and thickness	60" x 54" - 46"	✓
SIDE FRAMING.			" " top Angles	DOUBLE 5 5 50	✓
Frame Amidships, Angle, E or F	10 3 1/2 7/16	✓	" " bottom Angles	DOUBLE 5 5 50	✓
" " " " " "	UPPER DECK	✓	Side Girders, No. each side and thickness	1 @ 60" 1-24" 60"	✓
Reversed Frame Amidships, Angle	26 26	✓	Margin Plate depth (excl. of flange) and thickness	LEVEL TANK 8 1 PART 43 54	✓
" " " " " "	Extends up to	✓	" " Angle to Tank side	6 6 50	✓
Depth of Framing Girder	10 3 1/2 7/16	✓	" " Bracket from forward flange	25	✓
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	✓	✓	" " Gussets, spacing and scantling abaft 1/2 len. from stem	✓	✓
" " Second 'tween Decks, Angle, E or F	✓	✓	" " Gussets, spacing and scantling from forward flange from stem to Panting Area	✓	✓
" " Third	✓	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	98" x 46"	✓
IN DEEP TANK FW			INNER BOTTOM PLATING.		
" " " " " "	10 3 1/2 50	✓	Breadth and thickness of Middle Line Strake	1 1/8 AS PER APPROVED PLAN. 52	✓
" " " " " "	8 3 1/2 7/16	✓	Thickness of remainder	52	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 @ 4" APART	✓	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?	YES	✓
" " " " " "	1" @ 5 1/2" APART	✓	BEAMS. LONG BEAMS AS PER PAGE 5 FW		
State if Frame Joggled	YES	✓	Uppermost Continuous Deck, amidships	9 3 1/2 47	✓
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	YES	✓	" " " " " "	7 3 1/2 38	✓
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	YES	✓	" " " " " "	26 24 APART	✓
SINGLE BOTTOM. DEEP TANK FW			" " " " " "	8 3 1/2 7/16	✓
Floors, Depth and thickness at mid-line in Holds	48 38	✓	" " " " " "	8 3 1/2 35	✓
Height of Brackets at side above base line at toe of frame	7'-0"	✓	Spacing	@ 24, 30 1/4, 30, 27 3/4 x 24	✓
Middle Line Keel, Angle, E or F	44 35 33	✓	Second Deck, amidships, Angle, E or F	10 3 1/2 50	✓
" " " " " "	✓	✓	" " " " " "	8 3 1/2 35	✓
" " " " " "	✓	✓	Spacing	@ 24, 29, 30 1/4, 30, 27 3/4 x 24	✓
" " " " " "	✓	✓	Third Deck, amidships, Angle, E or F	8 3 1/2 7/16	✓
" " " " " "	✓	✓	" " " " " "	26	✓
" " " " " "	4 DOUBLE 50	✓	Spacing	26	✓
Side Keelsons, No. each side	ONE	✓	Fourth Deck, amidships, Angle, E or F		
" " " " " "	✓	✓	Spacing		
" " " " " "	✓	✓	Poop Deck, Angle, E or F	8 3 1/2 7/16	✓
" " " " " "	3 3 38	✓	Spacing	33, 29, 30 1/4, 30, 27 3/4 x 24	✓
" " " " " "	6 6 44	✓	Bridge Deck, Angle, E or F	8 3 1/2 48	✓
" " " " " "	6 3 1/2 50	✓	Spacing	31 1/2	✓
DOUBLE BOTTOM. ENGINE ROOM			Forecastle Deck, Angle, E or F	10 3 1/2 7/16	✓
Solid Floors, thickness and spacing	50 46 x 42	✓	Spacing	26 24 APART	✓
" " " " " "	@ 30 1/4, 30 x 29	✓			
Are Frame and Reversed Frame joggled?	YES	✓			
Bracket Floors, breadth and thickness at middle line	✓	✓			
" " " " " "	✓	✓			

(MADE IN ENGLAND.)

002498-002505-0242

EQUIPMENT TO ADMIRALTY REQUIREMENTS.

EQUIPMENT No.												LETTER		ANCHORS.			
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested, and Superintendent.		
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.					
43682	1st Bower	73	3	14	✓	✓	✓	✓	55	15	0	0	✓	BEARS STOCKLESS	—	SUNDERLAND, 11/5/43, R. J. VOGAN.	
43677	2nd "	73	0	0	✓	✓	✓	✓	55	5	0	0	✓	" "	—	" 10/5/43, R. J. VOGAN.	
	3rd "												✓				
	Collective weight												279½				
55911	Stream	22	0	4	✓	✓	✓	✓	22	22	7	2	0	22	ORDINARY	—	CRANLEY HEATH, 9/3/43, W. NORMAN.

CHAIN CABLES.

HAWSERS AND WARPS.

Number of Certificate.	Length and size supplied.		Test per Certificate.	WEIGHT OF CHAIN CABLE.				Length and Size supplied.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 53.	
	Fathoms.	Ins.		Supplied.	Des. Date.	Cwts.	qrs.	lbs.					Fathoms.	Ins.		Fathoms.	Ins.
3451	240	2 1/16	106 1/10	149 1/8	706-1-7	929-1-0			330	2 1/16	Link	—	130	5 1/4	77.5	130	5 1/4
3471	89 3/4	2 1/16	106 1/10	149 1/8	264-3-21					—	" " "	HAWSERS & WARPS	20100	2 3/4	15.2	20100	2 3/4
3451	2 SPARE END SHACKLES				3-1-14								20100	2 3/4	15.2	20100	2 3/4
	2 HOVING				2-0-14												
Stream	120	4 3/4	64.6						120	4 3/4	British Ropes Ltd						
Steel Wire																	

Steering Gear, Type (Power or hand) STEAM HYDRAULIC BY J. HASTIE & CO Alternative Means of Steering BLOCKS & TACKLE

Steering Chains (Size and Test) NONE Windlass STEAM BY EMERSON WALKER 6 STEEL LIFEBOATS

Ceiling in Holds, thickness and material NONE Cargo Battens, thickness, material and spacing NONE

Cargo Hatchways.—(Upper Deck) STEEL PLATES & ANGLES Thickness of Hatches STEEL 60 AT CARGO OIL HATCHES

Size of Hatchways No. 1 (Forward) 4' 6" x 3' 6" No. 2 No. 3 No. 4 No. 5 No. 6

Number of Shifting Beams and/or Fore and Afters NONE For HARLAND AND WOLFE, LIMITED

Builder's Signature

R. J. Allen
Govan Secretary

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 MOTORSHIP

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo TANKER. 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 HAS BEEN BUILT IN GENERAL CONFORMITY WITH THE SOCIETY'S RULES FOR THE CLASS CONTEMPLATED.

THE WORKMANSHIP & MATERIALS ARE GOOD.

CARGO OIL TANKS, OIL FUEL BUNKERS, FW & AFTER COFFERDAMS, DEEP TANK FW, FORE & AFTER PEAK TANKS, F.W. TANKS AFT, DOUBLE BOTTOM TANKS & COFFERDAMS, BULKHEADS & DECKS HAVE BEEN TESTED TO RULE REQUIREMENTS & FOUND SATISFACTORY. FREEBOARD VERIFIED & MARKS CUT IN ON VESSEL'S SIDES, BILGE SECTIONS TRIED & FOUND SATISFACTORY.

THE WINDLASS & STEERING GEAR TRIED UNDER WORKING CONDITIONS & FOUND SATISFACTORY.

OIL FUEL F.P. ABOVE 150°F IS CARRIED IN OIL BUNKERS AFT, DEEP TANK FW & DOUBLE BOTTOM IN MACHINERY SPACE, SECTION 20 OF THE RULES HAVE BEEN COMPLIED WITH.

EQUIPMENT:—THE ANCHORS ONLY ARE FITTED IN ACCORDANCE WITH WAR EMERGENCY REQUIREMENTS, (1 BOWER ANCHOR REQUIRES TO BE FITTED TO COMPLETE THE EQUIPMENT IN ACCORDANCE WITH RULE REQUIREMENTS) THE CABLES ARE FITTED IN ACCORDANCE WITH ADMIRALTY REQUIREMENTS AS PER LETTER TO BUILDERS 8/2/43.

NOTE:—THIS VESSEL HAS BEEN FITTED WITH A "FLIGHT DECK"

The amount of Entry Fee..... £ 11 : 0 : 0 Fees applied for, 12 OCT 1943 (Special notations, where part of class, to be stated.)

Special Survey Fee..... £ 634 : 0 : 0

FREEBOARD. Travelling Expenses, if any..... £ 19 : 0 : 0

Received by me,

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I am of opinion the Vessel should be Classed 100A1

CARRYING OIL FUEL F.P. ABOVE 150°F. LONGITUDINAL FRAMING AT BOTTOM & AT DECK

State whether the Vessel has been built under Special Survey YES

Signature

Surveyor to Lloyd's Register of Shipping.

IN DUPLICATE Certificate to be sent to GLASGOW OFFICE

Date of issue

3/12/43

Committee's Minute

Character assigned

-1- 100A1 10.43

Carrying oil fuel F.P. above 150°F
Longitudinal Framing at Bottom & at Deck

Lloyd's area

-1- 100A1 10.43 oil tank

2 150. 150. 150.

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Lloyd's Register Foundation

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