

STEEL STEAMER or MOTORSHIP.

Received at London Office 15 FEB 1943

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 *28/1/43*Port of *NEWCASTLE-ON-TYNE*No. *101040*Survey held at *South Shields*Date First Survey *9 April 1942*Last Survey *11 January*

1943

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Single Screw**"EMPIRE FORTUNE"*Machinery *Amidships*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Intermediate between F.S. and C.S.S.*State Type of Erections *Flush deck*TONNAGE under Tonnage Deck... *5738.35*CLASS *+100.A.1.*State if with freeboard as condition of Class *Yes*Built at *South Shields*Launched *9/11/42*Yard No. *531*Builders *John Readhead & Sons Ltd.*Owners *Ministry of War Transport*Managers *J. J. Dunholme Ltd.*Residence *Glasgow*Port of Registry *South Shields*If surveyed while building, afloat, or in dry dock *Building*

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

Total

Gross Tonnage *6140.31*Register Tonnage *4103.21*

REGISTERED DIMENSIONS. FEET.

Length *405.8*Breadth *53.5*Depth *32.85*Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 400.00*Breadth (greatest moulded) *B 53.29*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 35.84*1st Longitudinal Number (L x D) *= 14148*2nd Numeral L x (B + D) *= 35464*Framing Depth "d," at middle of length. See Sec. 3 (1d) *23.33*Proportions—Depth to Length—Uppermost continuous deck to top of keel *11.15*

Do. Long Bridge to top of keel

Draught Moulded *26'-0"*

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	<i>30</i>		Bracket Floors, Frame	<i>6 3/2 1/16</i>	
" " from 3/4 length amidships to Collision bulkhead.....	<i>24</i>		" " Reversed Frame	<i>6 3/2 5/16</i>	
" " in peaks.....	<i>24</i>		" " Vertical Struts	<i>9 3/2 1/16</i>	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>48 1/2 x 44</i>	
Frame Amidships, <i>12 3/2 9/16</i> <i>to 2nd deck + 6 upper deck at Hatch ends.</i>			" " top Angles <i>Double</i>	<i>4 1/2</i>	
" " Extends up to			" " bottom Angles <i>Single plates</i>	<i>6 6 5/8</i>	
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	<i>4 1/2 3/16</i>	
" " Extends up to...			Margin Plate depth (excl. of flange) and thickness	<i>45 x 52</i>	
Depth of Framing Girder			" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	<i>6 6 1/2</i>	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	<i>6 3/2 1/16</i> <i>curvy</i>		" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	<i>6 6 1/2</i>	
" " Second 'tween Decks, Angle, [or]	<i>8 3/2 1/16</i> <i>both space</i>		" " Gussets, spacing and scantling abaft 1/4 len. from stem.....	<i>4 1/2 1/2</i> <i>curvy</i>	
" " Third " " " "	<i>12 3/2 1/16</i> <i>light</i>		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area.....	<i>4 1/2 1/2</i> <i>curvy</i>	
" " from 1/4 len. for'd. to 15/16 len. from Stem.....	<i>4 1/2 1/16</i> <i>light</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>42 x 42</i>	
" " in Peaks, Angle, [or]	<i>8 3/2 3/16</i>		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>1/8 @ 5 3/4"</i>		Breadth and thickness of Middle Line Strake ...	<i>84 1/2 x 49</i>	
State if Frame Joggled	<i>Yes</i>		Thickness of remainder in Holds	<i>43</i>	<i>+ .03 under hatchways in lieu of curving</i>
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<i>Yes</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?	<i>Yes</i>	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<i>Yes</i>		BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships	<i>10 3/2 1/16</i>	
Floors, Depth and thickness at mid-line in Holds			" " in Way of Bridge, Angle, [or]	<i>30"</i>	
Height of Brackets at side above base line at toe of frame			Spacing		
Middle Line Keelson, on Floors, Angles, [or]			Second Deck, amidships, Angle, [or]	<i>12 3/2 1/16</i>	
" " Through Plate or Intercoastal Plate			Spacing	<i>30"</i>	
" " Foundation Plate on Floors			Third Deck, amidships, Angle, [or]		
" " Flat Plate Keel Angles			Spacing		
Side Keelsons, No. each side			Fourth Deck, amidships, Angle, [or]		
" " thickness of Intercoastal Plate...			Spacing		
" " Angles			Poop Deck, Angle, [or]		
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing	<i>39 @ 90"</i>		Bridge Deck, Angle, [or]		
" " Are Frame and Reversed Frame joggled?	<i>Yes</i>		Spacing		
Bracket Floors, breadth and thickness at middle line	<i>32 x 39</i>		Forecastle Deck, Angle, [or]		
" " breadth and thickness at margin plate	<i>18 x 39</i>		Spacing		

PILLARS AND DECKS.

	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....	<i>One.</i>			Stringer Plate, breadth and thickness in way of Bridge	<i>1</i>	<i>Stringer plate increased thickness .05 in</i>	
„ in 'tween Decks, Size and Spacing.....	<i>3" dia on set frames.</i>			Thickness of Plating abreast Deck openings in way of Wells	<i>35</i>	<i>app. 14.</i>	
„ „ „ „ „				Thickness of Plating abreast Deck openings in way of Bridge			
„ in Holds „ „				Thickness of Plating within line of openings...	<i>34</i>		
„ „ „ „ „				If Sheathed, material and thickness			
Centre Line Bulkhead, in hold				Third Deck.			
Stiffeners and Spacing.....	<i>12 3 1/2 45</i>			Stringer Plate, breadth and thickness.....			
Plating, thickness of	<i>30</i>			If Plated, state thickness.....			
STRINGERS AND DECKS.				Fourth Deck.			
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness.....			
Stringer Plate, breadth and thickness in Wells.....	<i>55 1/2 60 appd 57 1/2</i>			If Plated, state thickness			
„ „ „ „ in way of Bridge				Poop Deck.			
„ Angle in Wells	<i>6 6 5/8</i>			Stringer Plate, breadth and thickness			
Thickness of Plating abreast Deck openings in way of Wells	<i>60</i>			Plating, Sheathing, material and thickness			
Thickness of Plating abreast Deck openings in way of Bridge	<i>38</i>			Bridge Deck.			
Thickness of Plating within line of openings...				Stringer Plate, breadth and thickness.....			
If Sheathed, material and thickness				Plating, Sheathing, material and thickness			
Second Deck.				Forecastle Deck.			
Stringer Plate, breadth and thickness in Wells.....	<i>47 1/2 45 appd 40</i>			Stringer Plate, breadth and thickness.....			
				Plating, Sheathing, material and thickness			

SHELL PLATING.

SCANTLINGS.						RIVETING. (Amidships).						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <i>No.</i>			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.								
FLAT PLATE KEEL	<i>51</i>	<i>.76</i>	<i>.66</i>	<i>.66</i>		<i>Double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Two</i>	<i>1</i>	<i>4</i>	<i>Lapped.</i>
„ DELG. (if any)	<i>✓</i>											
BOTTOM PLATING, No. of Strakes	<i>42</i>	<i>.60</i>	<i>⊗ .48</i>	<i>⊗ .48</i>		<i>„</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Four</i>	<i>7/8</i>	<i>3 1/2</i>	<i>„</i>
BILGE PLATING, No. of Strakes	<i>52</i>	<i>.60</i>	<i>⊗ .48</i>	<i>⊗ .48</i>		<i>„</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Four</i>	<i>7/8</i>	<i>3 1/2</i>	<i>„</i>
SIDE PLATING, No. of Strakes	<i>80</i>	<i>.60</i>	<i>⊗ .46</i>	<i>⊗ .46</i>		<i>„</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Three</i>	<i>7/8</i>	<i>3 1/2</i>	<i>„</i>
UPPER DECK, Sheer-strake in Wells.....	<i>54</i>	<i>.40</i>	<i>⊗ .46</i>	<i>⊗ .46</i>		<i>„</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Four</i>	<i>7/8</i>	<i>3 1/2</i>	<i>„</i>
UPPER DECK, Sheer-strake in Bridge ...	<i>✓</i>											
STRAKE BELOW Sheer-strake in Wells.....	<i>55</i>	<i>.60</i>	<i>⊗ .46</i>	<i>⊗ .46</i>		<i>„</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Three</i>	<i>7/8</i>	<i>3 1/2</i>	<i>„</i>
STRAKE BELOW Sheer-strake in Bridge ...	<i>✓</i>											
POOP SIDE PLATING	<i>✓</i>	<i>+ 3 Strakes .66 from 2L to 3/4L from .64 from 3/4L to Collision Bulk.</i>										
BRIDGE SIDE PLATING ...	<i>✓</i>	<i>⊗ Incurred .01 in peaks forward of 3/4L forward.</i>										
FOREC'TLE SIDE PLATING	<i>✓</i>											

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—					Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
Extending to Upper Deck (Sec. 3 c)								
„ Deck next below								
As per Rule								
	Plating Thickness.	STIFFENERS.				Speed of Vessel.....		
		VERTICAL.		HORIZONTAL.		RUDDER—Type.....		
		Scantlings.	Spacing.	Scantlings.	Spacing.			
<i>Nos 19, 40, 66, 88, 96, 101, 106.</i>								
MIDSHIP BULKHEAD, Upper tween decks	<i>.26</i>	<i>5 1/2 x 3 1/4 L</i>	<i>30</i>	<i>20 1/2</i>				
„ „ Second „								
„ „ Third „								
„ „ Holds	<i>No. 66.</i>	<i>10 1/2 x 3 1/4 L</i>	<i>24</i>	<i>24</i>				
COLLISION „ (in Hold)	<i>.47 .30</i>	<i>7 1/2 x 3 1/4 L</i>	<i>24</i>	<i>24</i>				
AFTER PEAK „ „	<i>.30 .30</i>	<i>6 1/2 x 3 1/4 L</i>	<i>24</i>	<i>24</i>				

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Appley Manganese - Ottawa Long - Corbett Iron Co. - Skinningport. - Open Hearth (acid or basic) - South Durham,*

Has the Steel been tested as required by the Rules? *Yes.*

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.)

Sister vessel to same Builders No 524. Empire Clough. Newcastle-on-Tyne Report 100451

- Approved plans
- Midship Section
- Profile & decks.
- Rudder frame.
- Build up lines.
- Fore Body Mfrs.
- Ap.
- W.T. Blks in aft & fore decks.
- Double bottom stiffening forward.
- Aft peak stiffening.
- Cruiser stern.
- Modification to hatch side girders.
- Sliding hatch coir.
- Second deck plating at Boiler Casing
- Fore Body plating arrangements.

Certificates
Fabricated stern frame.
Rudder Head & frame.
Ladder & Yeller.

Please return approved plans for reference in dealing with Sister vessel under construction.

PARTICULARS OF ELECTRIC WELDING (if employed)

Painting Strainers to Shell. - Bulkhead brackets to Tank top. - Current angles to Tank top. -
Deep Tank top plating to Shell. - Tunnel stiffener & beams.

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

Cargo battens not fitted. - P. Cam. - E.S.O. - O.F.

Cruiser stern - Lloyd's A.R.P. -

Particulars of Drop Test of Cast Steel Anchors, viz.:—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower	40-2-4 (includes pins) - K.L. - 4279 - 24/9/41
2nd "	40-1-6 " - K.L. - 4294 - 30/9/41
3rd "	

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ft., R.Q.D. ft., Bridge ft., Forecastle ft.
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. 169049 Signal Letters B.F.F.S. Extreme Breadth over Belting (Circ. 1611) Over-all Length 421'4" (Circ. 1703)

No. and Material of Decks 2 decks (Steel).

Parts of Bottom of Vessel coated with cement or approved composition

No 4 Tank under boilers only. No air duct cleaned washed.

Particulars of composition (if fitted) and of approval

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.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	65	260	Fore peak tank,	21.5	130
Double bottom, under Engines and Boilers,	42.5	215	After peak tank,	24.0	200
Double bottom, if under Engines only,			Deep tanks aft, Tanks in way of tunnel	-	500
Double bottom, if under Boilers only,			Deep tanks forward, Wing Tank	-	230
Double bottom, forward,	146.25	740	Other tanks, if fitted, 4 Long. Room. Wing Tank	-	330
Total length (if continuous) and Capacity	283.75	1215	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 5662

Date 30.4.42

Dates of Surveys held while building

1942
Apr. 9. 10. May 4. 14. 28. June 1. 10. 26. July 9. 13. 21. Aug 25. 28. Sep. 1. 28. 9. 18. 21. 24. Oct. 1. 5.
13. 14. 16. 21. 22. 26. 28. Nov. 2. 4. 5. 6. 9. 12. 13. 17. 23. 25. 26. 27. Dec. 3. 4. 9. 10. 15. 16. 18. 21. 22. 23. 28. 29.
30. 31. Jan 4. 6. 7. 8. 11.

Lloyd's Register
Foundation