Rpt. 1.

STEEL STEAMER [redacted]

Received at London Office ..... No .....

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 6TH APRIL 1944 Port of MIDDLESBROUGH. No. 176621.

Survey held at HAVERTON HILL-ON-TEES Date First Survey 10TH JULY 1942 Last Survey 29TH MARCH 1944

On the (State if Machinery fitted Aft ~~and if Single, Twin or Triple~~ Screw) S/S. "EMPIRE LAW" MACHINERY AFT SINGLE SCREW TURBINE TANKER

State Type (Full Scantling, ~~Complete Superstructure~~ with or without Tonnage Openings) FULL SCANTLING. State Type of Erections POOP, BRIDGE & F'CLE.

TONNAGE under Tonnage Deck	7015.52
Do. of space or spaces between Tonnage Dk. and Upper Dk.	✓
Total	7015.52
Gross Tonnage	8128.25
Register Tonnage	4597.49

REGISTERED DIMENSIONS.

	FEET.
Length	473.8
Breadth	64.3
Depth	35.4

CLASS ✠ 100 A.1. CARRYING PETROLEUM IN BULK. LONG^L FRAMING AT BOTTOM & AT DECK. BUTTS OF UPPER DECK E.W. *State if with freeboard as condition of Class* No

	FEET.
Length *from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)*	L 465'-0" ✓
Breadth *(greatest moulded)*	B 64'-0" ✓
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'-6" ✓ TO UPPER DK.
1st Longitudinal Number (L × D)	= 16100 ✓
2nd Numeral L × (B + D)	= 458600 ✓
Framing Depth "d," *at middle of length. See Sec. 3 (1d)*	
Proportions—*Depth to Length—Uppermost continuous deck to top of keel*	13.10 ✓
Do. Long Bridge to top of keel	✓
Draught Moulded	28'-4½"

Built at HAVERTON HILL-ON-TEES

Launched 27TH NOV. 1943. *Yard No.* 357

Builders FURNESS S.B. C^o LTD

Owners MINISTRY OF WAR TRANSPORT.

Managers ANGLO-SAXON PETROLEUM C^o LTD (*Where necessary to be entered in Reg. Book.*)

Residence LONDON

Port of Registry MIDDLESBROUGH.

If surveyed while building, afloat, & in dry dock SURVEYED WHILE BUILDING & AFLOAT.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	Inches in Ship.			Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	33"	E.R. 30" ✓		
" " from ⅗ length to Collision bulkhead	33"	27" ✓		
" " in peaks	24" ✓			
SIDE FRAMING. ✓				
Frame Amidships, ~~Angle, E or~~ [	11"	3½"	·44"	✓
" " Extends up to	UPPER DK.			✓
Reversed Frame Amidships, Angle		✓		
" " Extends up to		✓		
Depth of Framing Girder	11"	✓		
Frames in Uppermost Continuous 'tween Poop Decks, ~~Angle, E or~~ [	7" SCARPHED	3" TO	·38"	[EVERY MAIN FRAME ✓
" " **Second 'tween Decks,** Angle, [or [	✓			
" " **Third** " " " "	✓			
Framing in Peaks, ~~Angle or~~ [	9"	3½"	·38"	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8"	@ 4 7/8"		✓
State if Frame Joggled	YES.			✓
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	SIDE STRINGERS & STRG^S & BEAMS IN		WEB FRAMES. FORE PEAK. ✓	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	SHELL "B&C" = FRS 134-147 LONG^L		·79" ✓ BACK BARS 3½"×3½"×·44" ✓	
	MAIN FRS. 149-170: 6"×6"×·44"			✓
SINGLE BOTTOM. IN DEEP TANK FORWARD				✓
Floors, Depth and thickness at mid-line in Holds	48"×·40"			✓
~~Height of~~ Brackets at side ~~above base line at top of Frame~~	G'-0" BELOW N		·44" ✓	3 STRINGER ✓
Middle Line Keelson, ~~on Floors, Angles,~~ ~~[or I~~ IN CARGO TANKS	& BHD FORW^D 149 FR.			✓
" " " ~~Through Plate or~~ Intercostal Plate	48"×·42"			✓
" " " ~~Foundation Plate on Floors~~ TOP ANGLES DOUBLE.	3½"×3½"×·42"			✓
" " " Flat Plate Keel Angles	D. 4"	4"	·59"	✓
Side Keelsons, No. each side	FORE & AFT BULKHEADS			✓
" " thickness of Intercostal Plate				
" " Angles				
DOUBLE BOTTOM. IN ENGINE ROOM.				
Solid Floors, thickness and spacing EVERY	·42"	@ 30"		✓
" " ~~Alt~~ Frame ~~and Reversed Frame~~ joggled ~~if~~	FRAMES ONLY. ✓			
Bracket Floors, breadth and thickness at middle line	✓			
" " breadth and thickness at margin plate	✓			

	Inches in Ship.			Any Departure from Approved Plans to be Noted.
Bracket Floors, Frame	✓			
" " Reversed Frame	✓			
" " Vertical Struts	✓			
Centre Girder, depth and thickness ~~amidships~~ M.S.	47" ✓	·54" ✓	·48"	✓
" " top Angles D.	3½"	3½"	·48"	✓
" " bottom Angles D.	4"	4"	·58"	✓
Side Girders, No. each side and thickness M.S.	2 @ ·42" & AS PER PLAN. ✓			
Margin Plate depth (excl. of flange) and thickness	TANK TOP LEVEL ✓			
" " Vertical Angle to Tank side Bracket abaft ¼ len. from stem	TO MARGIN ANGLE ✓			
" " Vertical Angle to Tank side Bracket forward ¼ len. from stem	IN MACHINERY SPACE. ✓			
" " Gussets, spacing and scantling abaft ¼ len. from stem	✓			
" " Gussets, spacing and scantling forward ¼ len. from stem	✓			
Tank Side Brackets, height ~~above base line~~ IN M.S. at toe of Frame and thickness	3'-0"×·44" ABOVE TANK TOP. ✓			
INNER BOTTOM PLATING. M.S. ✓				
~~Breadth and~~ thickness of Middle Line Strake	·52" ✓			
Thickness of remainder in ~~Holds~~ M.S.	·52" ✓			
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. ✓			
BEAMS. IN WAY OF MACHINERY SPACE. ✓				
Uppermost Continuous Deck, ~~amidships~~ ~~in Wells, Angle, E or~~ [	9"	3½"	·40" EVERY. ✓	
	8"	3"	·38" EVERY.	
" " in way of Bridge, Angle, [or [	LONG^L BEAMS IN WAY OF OIL TANKS.			
Spacing	(SEE SEPARATE SHEET.)			
Second Deck, ~~amidships, Angle, E or~~ [O.T. FLAT FORWARD. ✓	7"	3"	·40"	✓
Spacing		27"		✓
Third Deck, amidships, Angle, [or [		✓		
Spacing				
Fourth Deck, amidships, Angle, [or [		✓		
Spacing				
Poop Deck, ~~Angle, E or~~ [	9"	3½"	·375"	✓
Spacing	EVERY.			✓
Bridge Deck, Angle, [or [LONGITUDINAL BEAMS. SEE SEPARATE SHEET.				
Spacing				
Forecastle Deck, ~~Angle, E or~~ [	9"	3½"	·375"	✓
Spacing	EVERY.			✓

PILLARS AND DECKS.

	Inches in Ship.			Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows				
„ in 'tween Decks, Size and Spacing				
CENTRELINE BULKHEAD IN DEEP TANK FORWARD				
VERTICAL PLATING			·40"	·41 approved
„ „ STIFFENERS " [	11"	3½"	·44"	EVERY
„ ~~in Holds~~ „ „				
„ „ „ „ „				
LONGITUDINAL O.T.				
~~Centre line~~ Bulkhead. P&S				
Stiffeners and Spacing [	11"	3½"	·42"	@ 33"
Plating, thickness of VERTICAL			·41"	
BOTTOM COAMING			·52"	
STRINGERS AND DECKS.				
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness in Wells	92 13/16"		·80"	
DECK & STRINGER PLATE BUTTS E.W. SINGLE VEE.				
AT BREAK OF POOP „ & „ in way of Bridge			·96"	
„ Angle in Wells	6"	6"	·80"	
Thickness of Plating abreast Deck openings in way of Wells			·74"	
	& AS PER PROFILE			
Thickness of Plating abreast Deck openings in way of Bridge	No OPENINGS			
Thickness of Plating within line of openings...	·64" P, ·74 (S),			
If Sheathed, material and thickness	NONE			
Second Deck. O.T. FLAT FORWARD OF 149.				
Stringer Plate, breadth and thickness ~~in Wells~~		48" ×	·38"	

	Inches in Ship.	Any Departure from Approved Plans to be Noted.
Stringer Plate, breadth and thickness in way of Bridge	✓	
Thickness of Plating ~~abreast Deck openings in way of Wells~~	·38" (·46" UNDER HATCH).	
	& STRAKE	
Thickness of Plating ~~abreast Deck openings in way of Bridge~~	63" × ·46"	
Thickness of Plating within line of openings...	✓	
If Sheathed, material and thickness	NONE	
Third Deck.		
Stringer Plate, breadth and thickness		
If Plated, state thickness		
Fourth Deck.		
Stringer Plate, breadth and thickness		
If Plated, state thickness		
Poop Deck.		
Stringer Plate, breadth and thickness	60" × ·38"	
BUTTS & SEAMS E.W. SINGLE VEE.		
Plating, ~~Sheathing, material and~~ thickness	·30" EXPOSED	
	·26" INSIDE	
Bridge Deck.		
Stringer Plate, breadth and thickness	75" × ·38"	
BUTTS & SEAMS E.W. SINGLE VEE.		
Plating, ~~Sheathing, material and~~ thickness	·34"	
Forecastle Deck.		
Stringer Plate, breadth and thickness	40" × ·38"	
BUTTS E.W. SINGLE VEE		
Plating, ~~Sheathing, material and~~ thickness	·36"	
	·50 UNDER WINDLASS.	

SHELL PLATING.

SCANTLINGS.

STRAKES.	AS IN VESSEL. Amidships. Breadth.	Amidships. Thickness.	Forward. Thickness.	Aft. Thickness.	ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.
	Inches.	Inches.	Inches.	Inches.	
FLAT PLATE KEEL	53½"	1·00	·84"	·84"	Ends approved 4/9
		END BUTTS OF SHELL PLATING			
„ DBLG. (if any)		FORWARD OF FRAME N° 135, E.W.			
		SEE LETTER 9-3-43.			
BOTTOM PLATING, No. of Strakes 4		·72"	·51"	·63"	
BILGE PLATING, No. of Strakes 1		·72	·51"	·63"	
SIDE PLATING, No. of Strakes 3	81"	·66"	·48"	·48"	
UPPER DECK, Sheer-strake in Wells	81"	·92"	·48"	·48"	Top edge see plan
		1·10" AT BREAK OF POOP			
UPPER DECK, Sheer-strake in Bridge END		1·10"			
STRAKE BELOW Sheer-strake in Wells	81"	·72	·48"	·48"	
STRAKE BELOW Sheer-strake in Bridge ...		·72			
				·50" P.F.	
POOP SIDE PLATING				·40"	
			·50" ENDS		
BRIDGE SIDE PLATING ...			·44"		
FOREC'TLE SIDE PLATING	2 STRAKES.		·44"		

RIVETING.

STRAKES.	EDGES. State if joggled? No. Single or Double.	Rivets. Diam.	Rivets. Spacing cr. to cr.	BUTTS. No. of Rows of Rivets.	Rivets. Diam.	Rivets. Spacing cr. to cr.	Strapped or Lapped.
		Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL	2	1⅛	4½	5	1⅛	4¾	LAPPED.
„ DBLG. (if any)							
BOTTOM PLATING, No. of Strakes 4	2	⅞	3⅜	4	⅞	3½	LAPPED
BILGE PLATING, No. of Strakes 1	2	⅞	3⅜	4	⅞	3½	LAPPED.
SIDE PLATING, No. of Strakes 3	2	⅞	3¼	4	⅞	3½	LAPPED
UPPER DECK, Sheer-strake in Wells	IN WAY OF BRIDGE. 1	¾	3	5	1	4½	LAPPED
UPPER DECK, Sheer-strake in Bridge END							
STRAKE BELOW Sheer-strake in Wells	2	1	3¾	4	⅞	3½	LAPPED
STRAKE BELOW Sheer-strake in Bridge ...	2	1	3¾	4	⅞	3½	LAPPED.
				AT BREAK 3	¾		LAPPED
POOP SIDE PLATING	1	¾	3	2	¾	2⅝	LAPPED
BRIDGE SIDE PLATING ...	FITTED IN ONE PLATE.			2	¾	2⅝	LAPPED.
FOREC'TLE SIDE PLATING	1	¾	3.	BUTTS		E.W.	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 *c*) 16 TO UPPER DECK

„ Deck next below ALL EXTEND TO UPPER DECK.

As per Rule

	Plating Thickness.	STIFFENERS. Vertical. Scantlings.	Vertical. Spacing.	Horizontal. Scantlings.	Horizontal. Spacing.
CENTRE TANKS. VERT'L.	·41"	11×3½×42 [	2'-9"	2'-10"×·42"	9'-3"
MIDSHIP BULKH'D, ~~Upper tween decks~~ COAMING	·52"	UPPER STRINGER		9×3½×50 [FACE BAR.	
				3'-1"×·42"	11'-9"
		LOWER STRINGER		10×3½×·52 [FACE BAR.	ABOVE BASE
WING TANKS ~~Second~~ VERT'L.	·41"	11"×3½×42 [	2'-9"	2'-9"×·40"	9'-3"
COAMING	·52"	UPPER STRINGER		7×3×40 [FACE BAR.	ABOVE BASE.
„ „ ~~Third~~ „		LOWER STRINGER		2'-9"×·40"	11'-9"
				8×3×40 [FACE BAR.	ABOVE BASE.
„ O.T. FLAT To ~~Holds~~ UPPER DK.	·28"	5"×3"×44 OA	28"	NONE.	6'-0"
N° 170 „ CHAIN LKR. BTM. To O.T. FLAT	·30"	6"×3"×34 [	24"	NONE.	10"×3½"×46 [
COLLISION „ (in Hold)	·46"-33"	9"×3½"×38 [	24"	24×40 PLATE	FACE BAR.
W.T. FLAT To UPPER DK.	·30"	6"×3"×30 OA	24"	24"×40"	6'-0"
AFTER PEAK To W.T. FLAT N°. 9	·44"-30"	7"×3"×34 [	24"	10×3½×46 [	FACE BAR.

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar FLAT PLATE				
STEM 10"×2¾" PLATES ABOVE LWL. ·64"	4"	1'-5"	15/8" WEBS	STEM FRAME, CAST STEEL BY:- WOLSINGHAM STEEL Co LTD.
STERN FRAME Propeller Post	CAST STEEL	2⅛"		RUDDER ARMS, CAST STEEL & HEAD FORGED STEEL BY:- WOLSINGHAM STEEL Co LTD.
Rudder „		1'-5"	1½" RAD.	TILLER & QUADRANT, CAST STEEL BY:- JOPLING & SONS LTD. SUNDERLAND.
Speed of Vessel 15 KNOTS				
RUDDER—Type. DOUBLE PLATE STREAM LINED.				
A×D 686·375				
Diam. of head	FORGED STEEL	13¾" DIA		
Mainpiece at top pintle	COUPLING & BOTTOM PIECE CAST STEEL			
„ heel				
how constructed BUILT UP & E.W.				
double ~~or single~~ plate		·52"		
coupling, ~~vertical or~~ horizontal FITTED STEEL BOLTS		6-3¾" DIA.		

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) OPEN HEARTH PROCESS.

PLATES :- SOUTH DURHAM STEEL & IRON Co LTD.

ANGLES :- CARGO FLEET, DORMAN LONG, SKINNINGROVE, CONSETT.

Has the Steel been tested as required by the Rules? YES.

Rpt. 1*. FURNESS S.B.Co LTD YARD No. 357.

S/S. "EMPIRE LAW." PARTICULARS OF LONGITUDINAL FRAMING. 17621.

FRAMING.	AMIDSHIPS. In Ship. Ins.	Ins.	Ins.	ENDS. In Ship. Ins.	Ins.	Ins.	Any Departure from Approved Plans to be Noted.	RIVETING. Rivets in Longitudinal Frames. Diam. Ins.	Spcng. Ins.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads. Number.	Diameter. Inches.
Framing of L, L or C												
Frames in Bridge 'tween Decks ...	C 7"	3"	3/8"	✓				3/4"	4½"		7	7/8"
Frames from Uppermost Continuous Deck No. 1												
„ 2												
„ 3												
„ 4	TRANSVERSE FRAMING											
„ 5	AT SIDES.			✓								
„ 6												
„ 7												
„ 8												
„ 9												
OUTB'D C „ 10	12"	3½"	·50"	✓				7/8"	5"	13@ 3⅛" BHD.	11 To B	
C „ 11	17"×4"×4"×		·64" ·68"	✓	HEEL OF BARS E.W. FOR 5'-6"			7/8"	5"	11@ " TRANS	16 To L	7/8"
LONGITUDINALS C „ 12	"				FROM BHD. EACH END IN LIEU OF BACK BARS			"	"	13@ " B.	16 To B	
ON BOTTOM C „ 13	"				EXCEPT No. 6 CENTRE TANK.			"	"	11@ " T.	20 To L	7/8"
ONLY. C „ 14	"				WITH 3½"×3½"×·44" BACK BARS IN			"	"	"	"	"
C „ 15	"				No. 6 CENTRE TANK FRS:- 134 - 147.			"	"	"	"	"
C „ 16	"							"	"	"	"	"
Spacing of Longitudinal Frames — Amidships	33"											
Spacing of Longitudinal Frames — At Ends	33"											
Double Bottoms L, L or C — Tank Top Longitudinals												
Double Bottoms L, L or C — Bottom „												
Spacing of Longitudinals — Amidships												
Spacing of Longitudinals — At Ends...												

Transverses.			Rivets in Lugs to Shell Diam.	Spcng.
IN BRIDGE Side (in'tween Decks) — Depth and Thickness	15" × ·38" ✓			
Face Angles ..... S	✓ 3" 3" 3/8" ✓			
Lugs to Shell*.....	3½" 3½" 3/8" ✓		3/4"	3⅜"
Side (in Hold) — Depth and Thickness	37½" × ·42" ✓			
Face Angles ..... S	6" 3½" ·64"	OA. ✓		
Lugs to Shell*..... S	3½" 3½" ·42"	OA. ✓	7/8"	4⅞"
	6" 6" ·44"	OA. AT BILGE & TOP SIDE. ✓		
Bottom — Depth and Thickness	48" × ·44"	CENTRE. ✓		
	45" × ·44"	SIDES. ✓		
Face Angles (O.A.) .. D	6" 3½" ·62	CENTRE. ✓		
Face Angles (O.A.) .. S	6" 3½" ·64"	SIDES. ✓		
Lugs to Shell*..... S	6" 6" ·44"	✓	7/8"	4"
„ „ Back Bars ... S	3½" 3½" ·44"	AT LONG'L BHD. & BILGE. ✓	7/8"	4⅜"
Brackets CENTRE	5'-0" × 5'-3" × ·44"	5" FLG. & 3½" × 3" × ·44" OA STIFFR ✓		
Brackets SIDES	12" × 3½" × 3½" × ·44" ·56"	"I" AT EACH CORNER. ✓		

Spacing of Transverse Frames ..... = see plan

* State if joggled

BHD. 13'-9" ✓ TRANS. 11'-0" ✓ TRANS. 13'-9" ✓ BHD.

						Spacing.	Transverse Beams.	Plate.	Face Angles.	Any Departure from Approved Plans to be Noted.
Longitudinal Beams of E, L	Bridge Deck	C ✓	6	3	·34	✓	33" ✓			
	Upper	C ✓	9	3½	·44	IN WAY OF CARGO TANKS. ✓	33" ✓	12" × ·375" × 3½"	3½" × ·50" C ✓	
	Second	„	✓					33" × ·42". 6" × 3½" × ·64" OA. SINGLE CENTRE & SIDE. ✓		
	Third	„	✓							

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

NOTE :—*This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.*

1m,2,37. T.

0249 3/3

Filled for oil fuel 444 1-1 above 1301

EQUIPMENT No 48389. LETTER df. ANCHORS. 2B. 1S.

Number of Certificate.	Anchors.	Weight, Ex. Stock. Cwts.	qrs.	lbs.	Weight of Stock. Cwts.	qrs.	lbs.	Test, per Certificate. Tons.	cwts.	qrs.	lbs.	Weight required by Table 53. Cwts.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
43156	1st Bower ...	81	1	14	✓	✓		59	10	0	0	✓ 81¼ ✓	STOCKLESS	✓	SUNDERLAND 13-2-1943 R.J.V.
43203	2nd „ ...	81	1	7	✓	✓		59	10	0	0	✓ 81¼ ✓	„	✓	„ 23-2-43 R.J.V.
	3rd „ ...														
	Collective weight.	162	2	21								162½ ✓			
2098	Stream	23	2	14	6	0	7	23	11	3	14	✓ 23½ ✓	IRON STOCK	✓	NETHERTON 8-7-43 J.A.R.

CHAIN CABLES.

HAWSERS AND WARPS.

Number of Certificate.	Length and size supplied. Length.	Diam.	Test per Certificate. Statutory.	Breaking.	Weight of Chain Cable. Supplied.	Per Rule.	Length and Size per Table 53. Length.	Diam.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material	Length and Size supplied. Length.	Cir.	Breaking Test of Steel Wire.	Length and Size per Table 53. Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
3557	300½ ✓	2 3/16 ✓	120 6/10 ✓	168 7/10 ✓	779-2-14 ✓	940 ✓	300 ✓	2½ ✓	TAYCO STUD LINK. ✓	✓	J.A.R. ✓ NETHERTON 11-11-43	TOWLINE...	130 ✓	5½ ✓	84·4 ✓	130 ✓	5½ ✓
					EQUIPMENT AS PER LETTER 23-7-42 &						16-11-42.	HAWSERS & WARPS }	2/100 ✓	2¾ ✓	15·2 ✓	2/100 ✓	2¾ ✓
												„	2/100 ✓	2¾ ✓	15·2 ✓	2/100 ✓	2¾ ✓
Iron Stream Chain or Steel Wire }	Cir. 120 ✓	4¾ ✓	✓	64-6 ✓	✓	✓	120 ✓	Cir. 4¾ ✓	G/24 F.S.W.R. ✓	✓	✓	„					

Steering Gear, Steam DONKINS & Co LTD TELEMOTOR GEAR ✓ ALTERNATIVE **Steering Gear,** ~~Hand~~ AUX. BLOCKS & TACKLE LED TO WINCH ON POOP DECK. ✓

2 STEEL MOTOR LIFEBOATS 26'×8·6'×3·6'

Boats 2 STEEL LIFEBOATS 26'×8·5'×3·6' **Steering Chains,** Size and Test NONE ✓ **Windlass** TYNE METAL Co LTD HEXHAM-ON-TYNE. ✓

Ceiling in Holds, thickness and material NONE ✓ **Cargo Battens,** thickness, material and spacing NONE. ✓

STEEL COAMINGS 10"×¾" ✓ No 1 HOLD 30"×·44" ✓ STEEL O.T. COVERS = ·40" ✓

Cargo Hatchways.—(Upper Deck) 18 off TO CARGO TANKS 4'-0" DIA. OILTIGHT. (3'-0" OPENINGS IN DECK) ✓ **Thickness of Hatches** No 1 STEEL W.T. COVER ·50" WITH 3 STIFFENERS SPACED 3'-0" APART 6"×3"×·44" O.A. TOE E.W. ✓

Size of **No. 1 Hatchway** (Forward) 9'-0"×12'-0" ✓ **No. 2** ✓ **No. 3** ✓ **No. 4** ✓ **No. 5** ✓ **No. 6** ✓

Number of **Shifting Beams** and/or **Fore** and **Afters** ✓

For FURNESS SHIPBUILDING Co LTD

Builder's Signature J. McGowan.

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* yes. ✓

(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.* Fitted for burning Oil Fuel flash point above 150° F. Boiler Room Deep Tank, Cross Bunker and Forward Deep Tank.

This ship has been built in conformity with the Society's Rules and Regulations and the Secretary's letters. The scantlings and arrangements are in accordance with, or equivalent to, those shown on the approved plans. ✓

The main cargo tanks, ✓ cofferdams, ✓ oil fuel tanks, ✓ double bottom tanks in engine space, ✓ deep tank under boilers, ✓ forward deep oil fuel tanks, ✓ fore and after peaks and feed water tank ✓ have been tested to rule requirements with satisfactory results. ✓

The weather decks clear of the oil tanks, ✓ watertight doors, ✓ Poop front etc; ✓ have been tested with water from a hose and found tight. ✓

Steam and auxiliary steering gear, ✓ hand pumps to peak tops, ✓ windlass and winches, ✓ have been tested under working conditions and found satisfactory. ✓ The Freeboard markings have been cut in and verified. ✓ The workmanship and materials are good. ✓

The amount of Entry Fee ..... £ 11 : 0 : 0

Special Survey Fee.... £ 604 : 16 : 0
FREEBOARD 19 0 0

Travelling Expenses, if any £ : :
SUPERVISION OF SPECIFICATION 151 4 0

Fees applied for, 7-4- 1944

Received by me, ... 19....

State whether the Vessel has been built under Special Survey yes

Certificate to be sent to ~~Hull~~ MIDDLESBROUGH Date of issue 1/6/44

THURS 27 APR 1944

(Special notations, where part of class, to be stated.)

BUTTS OF UPPER DECK & SHELL BUTTS AT FORE END E.W.

I am of opinion the Vessel should be Classed ✠ 100. A.1. carrying Petroleum in bulk, Longitudinal Framing at Bottom & at Deck, Fitted for Oil Fuel burning, Flash point above 150° F.

Signature Cyril B. Seaver. H. B. Young.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character assigned

+100A1 4.44 Mdb
Carrying Petroleum in Bulk
Fitted for oil fuel 4.44 F.P above 150°F
Lloyds A & CP
+LMC 4.44 FD CL
2 WTB 490 lb (Spt 475 lb)
2 DB 180 lb

Note Mdb
" Hull

The Surveyors are requested not to write on or below the Committee's Minute.

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.*)

Report N°. 17594 "EMPIRE BOUNTY". FURNESS S.B. Co LTD YARD N° 356. SISTER VESSEL.
It will be noticed that the weight of the anchor heads is not in accordance with the rule requirements but it is submitted they be accepted in this case. ✓
Extra stiffening has been fitted on two of the fore & aft beams under the compressor in the engine room (Port side) L 4"×½ FLATS E.W. ✓

Additional breast hooks have been fitted on the 3 Stringers in the Fore Peak.

Part of the longitudinal bulkheads in the cargo tanks have been fabricated by Consett Iron Co. Ltds. ✓

Particulars of Electric Welding :-
Rudder, All upper deck butts, Upper deck seams in way of casings aft, Stringers to bulkheads in cargo tanks, Deckhouses, all Shell butts forward of frame N°. 135, Longitudinal bulkheads to Upper deck, Forecastle deck butts, Poop deck butts and seams, Bridge deck butts and seams.
With approved electrodes. ✓

SPECIAL NOTATIONS:—*Either as part of the vessel's class or for record in the Register Book*
Cruiser Stern, Wireless, Direction finding apparatus, Echo Sounding, Gyro compass, Asdic, Butts of Upper deck E.W. Butts of Shell plating forward of Fr. N°. 135, E.W.

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

1st Bower	~~Cwts #~~ 45 - 2 - 9.	J.H.J.	N° 5191.	17-9-42.	NOTE:- The anchor head is lighter than required by Rule.
2nd "	45 - 1 - 2.	J.H.J.	N° 5273.	23-10-42.	
3rd "					

50 cwts 0 qr 21 lbs incl pin X
50 cwts 0 qr 4 lbs incl pin X
X See letter 17.5.44

120'-9" 50'-6" see

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 122 ft., R.Q.D. ✓ ft., Bridge 44 ft., Forecastle 48·75 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

No. and Material of Decks 1 DK. (STL) OVERALL LENGTH 492'-5". ✓

Official No. 169132 ; Signal Letters Is bottom of vessel coated with cement No. ✓ if not give particulars ~~of composition~~ BOTTOM OF FORE & AFT PEAKS, E.R. WELL CEMENTED; CEMENT WASHED IN FORE & AFT PEAKS, COFFERDAM & F.W. TANKS. ✓

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. SALT Tons.
Double bottom, aft,	NONE	✓
Double bottom, under Engines and Boilers,	NONE	✓
Double bottom, if under Engines only, F.W. OVERFLOW O.F.	10'-0" 22'-6"	59
Double bottom, if under Boilers only, SEE DEEP TANK.	15'-0 47'-6	✓
Double bottom, forward,	NONE	✓
Total capacity of double bottom		59

Total length 47.5 59t see plan

Where Fitted.	*Length. Feet.	Water Capacity. SALT Tons.
Fore peak tank,	24·75	57. ✓
After peak tank,	16·00	123.
Deep tank, aft, FEED WATER.	22·50	155.
Deep tank, forward, N°1 31·5' 612 / N°2 18·0' 141	49·50	753.
Other tanks, if fitted, DEEP TANK UNDER BOILER Rm.	27·50	295.
(If necessary, furnish further information by sketch.)		

Tank in way of funnel 450t

* The wells are not to be included in the lengths of the tanks (*See Circular No. 1284*).

Order for Special Survey No. 1551
Date 29-6-42.

Dates of Surveys held while building

1942 July 10, Aug 4, 11, 28, Sept 10, Nov 26, Dec 15, 16, 1943 Jan 18, 27, Feb 24, 26, March 2, 8, 11, 16, 22, 24, 29, 30, 31, April 2, 8, 13, 14, 21, 22, 28, 30, May 4, 5, 6, 7, 10, 12, 13, 18, 19, 25, June 3, 4, 7, 9, 10, 15, 16, 17, 18, 22, 28, 30, July 1, 2, 5, 6, 7, 8, 9, 14, 15, 19, 20, 22, 23, Aug 3, 4, 5, 6, 9, 11, 12, 14, 16, 18, 19, 20, 23, 24, 25, 26, 27, 28, 31, Sept 1, 3, 6, 10, 13, 14, 17, 20, 23, 24, 27, 29, 30, Oct 11, 14, 19, 21, 25, Nov 9, 12, 17, 22, 23, 27, Dec 15, 1944 Jan 7, 12, Feb 8, 11, 14, 17, 18, 21, 24, 25, 28, 29, March 7, 13, 17, 20, 21, 22, 23, 24, 27, 28, 29

Total No. of Visits 131.

To S.S.O.F. see "Empire Bounty" (Walls. 17594)