

WRECK  
SECTION  
No

1. [REDACTED]

WRECK  
SECTION 6 SEP 1944  
Received at London Office  
NO

YES.

YES

State Type *(Full Scantling; [redacted])* FULL SCANTLING. State Type of Erections POOP BRIDGE & E

State Type ~~(Full Scantling; )~~ FULL SCANTLING. State Type of Erections POOP BRIDGE & FcLE

TONNAGE under 7015.52 CLASS 100 A.I. State if with freeboard NO Built at HAVERTON HILL - ON - TEES.

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) L 465'-0" Launched 21-4-44. Yard No. 359 Builders EURNESSE & CO LTD

**Total** 7015.52

Gross Tonnage 8140.99 of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 35-6 Owners MINISTRY OF WAR TRANSPORT  
To UPPER DECK

Register Tonnage 4604.04 1st Longitudinal Number (L x D).....= 16,100. ✓ Managers **ATHEL LINE LTD.**

2nd Numeral  $L \times (B + D) \dots\dots\dots = 45,860$  (Where necessary to be entered in Reg. Book.)

BROOK HOUSE

**REGISTERED DIMENSIONS.** Framing Depth "d," at middle of length. See Residence **PARK LANE W.I.**

FEET. *Sec. 3 (1d)* }  
**Proportions—Depth to Length—Uppermost con-** 13:10 ✓ *Port of Registry* MIDDLESBROUGH

Length 43.8

Breadth 64.3 Do. Long Bridge to top of keel ✓ If surveyed while building, afloat, & in dry dock

Depth 35.48 Draught Moulded 28-4 1/2 SURVEYED WHILE BUILDING & AFLOAT.

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
<b>FRAMES, Spacing amidships</b> .....	33' E.R. 30"	✓
" " from $\frac{3}{8}$ length to Collision bulkhead.....	33' 27"	✓
" " in peaks.....	24'	✓
<b>SIDE FRAMING.</b>		
<b>Frame Amidships,</b> Angle, [ or ] .....	11' 3½" .44"	✓
" " Extends up to .....	UPPER DECK.	✓
<b>Reversed Frame Amidships,</b> Angle .....	✓	
" " Extends up to... ..	✓	
<b>Depth of Framing Girder</b> .....	11' ✓	
<b>Frames in Uppermost Continuous 'tween POOP Decks,</b> Angle, [ or ] .....	7' 3" .38" EVERY.	✓
" " Second 'tween Decks, Angle, [ or ] .....	SCARPHED TO MAIN FRAME.	✓
" " Third " " " " " "	✓	
<b>Framing in Peaks,</b> Angle, [ or ] .....	9' 3½" .38"	✓
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amidships</b> .....	7/8" @ 4 7/8"	✓
<b>State if Frame Joggled</b> .....	YES.	✓
<b>PANTING ARRANGEMENTS</b> (Sec. 7), state system and particulars .....	SIDE STRINGERS & WEB FRAMES. STRIPS & BEAMS IN FORE PEAK.	✓
<b>STRENGTHENING OF BOTTOM FORWARD.</b> State Particulars .....	SHELL B&C = .79" FRS:- 134-147 LONG BACK BARS 3½" x 3½" .44" MAIN FRS. 149-170 = 6"x6" .44"	✓
<b>SINGLE BOTTOM. IN DEEP TANK FORWARD.</b>		
<b>Floors,</b> Depth and thickness at mid-line in Holds .....	48" x .40" ✓ 6'-0" BELOW N° 3 STRINGER	✓
" Brackets at side .....	.44" ✓	
<b>Middle Line Keelson,</b> on Floors, Angle, [ or ] .....	£ BHD. FORM 149 FR.	✓
<b>IN CARGO TANKS</b> .....	48" x .42" ✓	
" " Intercoastal Plate ... TOP ANGLES D.	3½" 3½" .42" DOUBLE.	✓
" " Foundation Plate on Floors .....	4' 4" .59" DOUBLE.	✓
" " Flat Plate Keel Angles .....	STRAP 36" x .50" ✓	
<b>Side Keelsons,</b> No. each side .....	FORE & AFT	✓
" " thickness of Intercoastal Plate... ..	BULKHEADS	✓
" " Angles .....		
<b>DOUBLE BOTTOM. IN ENGINE ROOM.</b>		
<b>Solid Floors,</b> thickness and spacing .....	EVERY .42" @ 30"	✓
" " Frame and Reversed Frame joggled .....	FRAMES ONLY.	✓
<b>Bracket Floors,</b> breadth and thickness at middle line.....	✓	
" " breadth and thickness at margin plate.....	✓	
<b>Bracket Floors,</b> Frame .....	✓	
" " Reversed Frame .....	✓	
" " Vertical Struts .....	✓	
<b>Centre Girder,</b> depth and thickness M.S. .....	47' .54" / .48"	✓
" " top Angles D. .....	3½" 3½" .48"	✓
" " bottom Angles D. .....	4' 4" .58"	✓
<b>Side Girders,</b> No. each side and thickness M.S. ....	2 @ .42" & AS PER PLAN.	✓
<b>Margin Plate</b> 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 .....	✓	
<b>Tank Side Brackets,</b> height above IN M.S. at toe of Frame and thickness .....	3'-0" x .44" ABOVE TANK TOP.	✓
<b>INNER BOTTOM PLATING. M.S.</b> .....		
Thickness of Middle Line Strake .....	.52"	✓
Thickness of remainder in 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.	✓
<b>BEAMS, IN WAY OF MACHINERY SPACE.</b>		
<b>Uppermost Continuous Deck,</b> Angle, [ or ] .....	9' 3½" .40" EVERY. 8' 3" .38" EVERY.	✓
" " in way of Bridge, Angle, [ or ] .....	LONG BEAMS IN WAY OF OIL TANKS (SEE SEPARATE SHEET.)	✓
Spacing .....		
<b>Second Deck,</b> Angle, [ or ] .....	7' 3" .40" ✓	
O.T. FLAT FORWARD.		
Spacing.....	27" ✓	
<b>Third Deck,</b> amidships, Angle, [ or ] .....	✓	
Spacing.....		
<b>Fourth Deck,</b> amidships, Angle, [ or ] .....	✓	
Spacing.....		
<b>Poop Deck,</b> Angle, [ or ] .....	9' 3½" .375" ✓	
Spacing.....	EVERY	✓
<b>Bridge Deck,</b> Angle, [ or ] .....	LONGITUDINAL BEAMS SEE SEPARATE SHEET.	✓
Spacing.....		
<b>Forecastle Deck,</b> Angle, [ or ] .....	9' 3½" .375" ✓	
Spacing .....	EVERY	✓



# PILLARS AND DECKS.

PILLARS, No. of Rows.....	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.
	Breadth.	Thickness.			Breadth.	Thickness.	
in 'tween Decks, Size and Spacing.....							
CENTERLINE BHD. IN DEEP TANK FORWARD.....							
VERTICAL PLATING.....							
STIFFENERS.....							
LONGITUDINAL O.T. Bulkhead. P & S.....							
Stiffeners and Spacing.....							
Plating, thickness of.....							
STRINGERS AND DECKS.							
Uppermost Continuous Deck.							
Stringer Plate, breadth and thickness in Wells.....							
DECK & STRINGER PLATE BUTTS E.W. SINGLE VEE.....							
AT BREAK OF POOP & in way of Bridge.....							
Angle in Wells.....							
Thickness of Plating abreast Deck openings in way of Wells.....							
Thickness of Plating abreast Deck openings in way of Bridge.....							
Thickness of Plating within line of openings.....							
If Sheathed, material and thickness.....							
Second Deck. O.T. FLAT FORWARD OF 149.							
Stringer Plate, breadth and thickness.....							
Stringer Plate, breadth and thickness in way of Bridge.....							
Thickness of Plating abreast Deck openings in way of Wells.....							
Thickness of Plating abreast Deck openings in way of Bridge.....							
Thickness of Plating within line of openings.....							
If Sheathed, material and thickness.....							
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.....							
BUTTS & SEAMS E.W. SINGLE VEE.....							
Plating, Sheathing, material and thickness.....							
Bridge Deck.							
Stringer Plate, breadth and thickness.....							
BUTTS & SEAMS E.W. SINGLE VEE.....							
Plating, Sheathing, material and thickness.....							
Forecastle Deck.							
Stringer Plate, breadth and thickness.....							
BUTTS E.W. SINGLE VEE.....							
Plating, Sheathing, material and thickness.....							

## SHELL PLATING.

SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			
	AMIDSHIPS.		FORWARD.	AFT.		No. of Rows of Rivets.		ALL BUTTS. E.W.	
	Breadth.	Thickness.	Thickness.	Thickness.		State if jogged?	No. of Rivets.	No. of Rows of Rivets.	Strapped or Lapped.
FLAT PLATE KEEL.....	53 1/2	1.00	.84	.84	Ends approved .99	2	1 1/8 4 1/2	DOUBLE VEE.	
DBLG. (if any).....									
BOTTOM PLATING, No. of Strakes.....		.72	.51	.63	E.W. THROUGHOUT SHIP. SEE LETTER 11-3-43.	2	7/8 3 3/8	SINGLE VEE & SEALING RUNS	
BILGE PLATING, No. of Strakes.....		.72	.51	.63		2	7/8 3 3/8	" " " "	
SIDE PLATING, No. of Strakes.....	81	.66	.48	.48		2	7/8 3 3/4	" " " "	
UPPER DECK, Sheer-strake in Wells.....	81	.92	.48	.48	Tip edge see plan.	1	3/4 3	DOUBLE VEE FOR 1/2 L & SINGLE VEE & SEALING RUNS AT ENDS	
UPPER DECK, Sheer-strake in Bridge.....		1.10 AT BREAK OF POOP						" " " "	
STRAKE BELOW Sheer-strake in Wells.....	81	.72	.48	.48		2	1 3/4	SINGLE VEE & SEALING RUNS.	
STRAKE BELOW Sheer-strake in Bridge.....		.72				2	1 3/4	" " " "	
POOP SIDE PLATING.....			.50 P.F.	.40		1	3/4 3	" " " "	
BRIDGE SIDE PLATING.....			.44					" " " "	
FORECASTLE SIDE PLATING.....	2 STRAKES	.44				1	3/4 3	" " " "	

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel.....	15 B4 for record
Extending to Upper Deck (Sec. 3 c).....	15 TO UPPER DECK.
Deck next below.....	ONE EXTENDS TO SECOND DECK.
As per Rule.....	

## FORGINGS and CASTINGS.

KEEL, Bar.....	FLAT PLATE.....	CASTING or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
STEM.....	10 1/2 x 1/4 L.W.L. - 64		4 1/2 x 1/2 x 15/8		
STERN FRAME.....	Propeller Post.....	CAST STEEL	2 1/8		
RUDDER.....	RUDDER.....	CAST STEEL	1 1/2 RAD.		
Speed of Vessel.....	15 KNOTS				
RUDDER.....	Type DOUBLE PLATE STREAM LINE				
A x D.....	689.5				
Diam. of head.....		FORGED STEEL	13 3/4 DIA		
Mainpiece at top pintle.....		FORGED STEEL	13 3/4 DIA		
heel.....		STEEL	13 1/2 DIA		
how constructed.....	BUILT UP & E.W.				
double.....	plate				
coupling.....					
horizontal.....	FITTED STEEL BOLTS				

CENTRE TANKS.....	VERT. COAMING.....	Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks.....		.41	11 x 3 1/2 x .425	2' 9"	2' 10" x .42	9' 3"
WING TANKS.....	VERT. COAMING.....	.41	11 x 3 1/2 x .425	2' 9"	10 x 3 1/2 x .52	9' 3"
	Third.....	.52	11 x 3 1/2 x .425	2' 9"	7' 3" x .40	9' 3"
	O.T. FLAT TO UPPER D.K. CHAIN LKR. BTM TO O.T. FLAT (in Hold).....	.28	5' 3" x .44	0A	28	NONE
N: 170 COLLISION.....	W.T. FLAT TO UPPER D.K. TO W.T. FLAT N: 9.....	.30	6' 3" x .34	5	24	NONE
AFTER PEAK.....		.44	7' 3" x .34	5	24	10 x 3 1/2 x .46

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



FRAMING.		AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.							
		In Ship.			In Ship.				Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads.				
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam.	Speng.		Number.	Diameter.			
										Ins.	Ins.			Inches.		Inches.
Framing of $\frac{1}{2}$ , L or C																
Frames in Bridge 'tween Decks		5	7	3	3	8				3/4	4 1/2		7	7/8		
Frames from Uppermost Continuous Deck		No. 1														
		" 2														
		" 3														
		" 4	TRANSVERSE													
		" 5	FRAMING													
		" 6	AT													
		" 7	SIDES.			✓										
		" 8														
		" 9														
OUTBOARD		10	12	3 1/2	50	✓				7/8	5		13 @ 3 1/8 BHD.	11 To B.		
		11	17	4	64	✓	HEEL OF BARS	E.W. FOR 5'-6" FROM BHD.		7/8	5		11 @ 3 1/8 TRANS.	16 To L.	7/8	
LONGITUDINALS ON BOTTOM ONLY.		12					EACH END IN	LIEU OF BACK BARS.								
		13					EXCEPT N° 6	CENTRE TANK.								
		14					WITH 3 1/2	x 3 1/2 x .44" BACK BARS								
		15					IN N° 6	CENTRE TANK FRG:- 134-147.								
		16														
Spacing of Longitudinal Frames		Amidships	33			✓										
		At Ends	33			✓										
Double Bottoms		Tank Top Longitudinals														
L or C		Bottom														
Spacing of Longitudinals		Amidships														
		At Ends														
Transverses.																
IN BRIDGE		Depth and Thickness	15	x	38	✓										
Side		Face Angles	3	x	3	x	3/8	✓								
(in 'tween Decks)		Lugs to Shell*	3 1/2	x	3 1/2	x	3/8	✓		3/4	3 3/8					
		Depth and Thickness	37 1/2	x	42	✓										
Side		Face Angles	6	x	3 1/2	x	64	OA.								
(in Hold)		Lugs to Shell*	6	x	6	x	44	OA.	AT BILGE & TOP SIDE.	7/8	4 7/8					
		Depth and Thickness	48	x	44	CENTRE	✓									
		Face Angles	45	x	44	SIDES	✓									
Bottom		Lugs to Shell*	6	x	6	x	44	✓		7/8	4					
		Back Bars	3 1/2	x	3 1/2	x	44	✓	AT LONG. BHD & BILGE.	7/8	4 3/8					
		CENTRE	5	x	5	x	3	✓	5' FLG. & 3 1/2 x 3							
		SIDES	12	x	3 1/2	x	44	✓	50" AT EACH CORNER.							
Spacing of Transverse Frames			13'-9"		11'-0"		13'-9"									
			BHD.		TRANS.		TRANS.		BHD.							
Longitudinal Beams of		Bridge Deck	6	x	3	x	34	✓		33			12 x 37 1/2 x 3 1/2 x 3 1/2 x .50 "C"			
		Upper	9	x	3 1/2	x	44	✓	IN WAY OF CARGO TANKS.	33			33 x 42. 6 x 3 1/2 x 64 O.A.			
		Second											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.







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 the Plans should be embodied.)

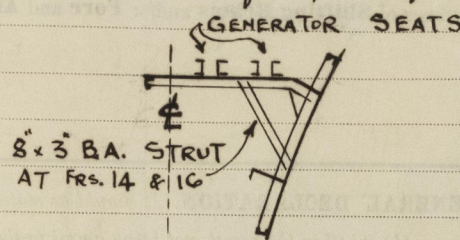
Report N<sup>o</sup> 17594 "EMPIRE BOUNTY" FURNESS S.B.C. LTD YARD N<sup>o</sup> 356 SISTER VESSEL.  
" " 17621 "EMPIRE LAW" " " " 357  
" " 17674 "EMPIRE MILNER" " " " 358

Additional stiffening fitted in Fore Peak in accordance with amended plan of the 25<sup>th</sup> April 1944. two tieplates fitted on each stringer N<sup>o</sup> 2, 3, & 4, and three intermediate breasthooks fitted. Extra stiffening has been fitted on two of the fore & aft beams under the compressor in the Engine Room Port side 4 1/2 Flats E.W.

Part of the longitudinal bulkheads in the cargo tanks have been fabricated by R. Dempster & Sons Ltd., Elland.

The electric compartment made common to Deep Tank N<sup>o</sup> 2, (FRS 162-170) by lightening holes in bulkhead and openings in deck and shell efficiently plated over and tested on completion and found tight.

Generator Flat aft, additional stiffening. Each generator is fitted on two 8" x 3 1/2" E girders running F & A & E.W. to tank top. Diagonal struts, similar to those fitted in N<sup>o</sup> 356-7-8, fitted in Feed Water tank, under centre of span from beams to main frames at FRS 14 & 16 Port Side.



Particulars of Electric Welding:— (see letter 11-3-43).  
Rudder, all shell and upper Deck butts, Upper Deck seams in way of basings aft, Stringers to bulkheads in cargo tanks, Longitudinal bulkheads to upper deck, Forecastle deck butts, Poop and 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

bruiser stem, Wireless, Direction finding apparatus, Echo sounding, gyro compass, Butts of shell and upper Deck E.W.,

Particulars of Drop Test of Cast Steel Anchors, viz:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	44 - 2 - 7.	A.E.G.	N <sup>o</sup> 5603	11-2-44.
	2nd "	45 - 0 - 14.	A.E.G.	N <sup>o</sup> 5585	8-2-44.
	3rd "				

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. 169146 : Signal Letters

Is bottom of vessel coated with cement No if not give

particulars ~~Composition~~ BOTTOM OF FORE & AFTER PEAKS, E.R. WELL CEMENTED; CEMENT WASHED IN FORE & AFT PEAKS, COFFERDAMS & F.W. TANKS.

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. SALT. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. SALT. Tons.
Double bottom, aft,	NONE	✓	Fore peak tank,	24.75	57
Double bottom, under Engines and Boilers,	NONE	✓	After peak tank,	16.00	123
Double bottom, if under Engines only, F.W. OVERFLOW. O.F.	10'-0"	✓	Deep tank, aft,	22.50	155
Double bottom, if under Boilers only, SEE DEEP TANK	22'-6"	59.	Deep tank, forward,	49.50	810
Double bottom, forward,	15'-0"	✓	Other tanks, if fitted, DEEP TANK UNDER BOILER RM.	27.50	295
	49'-6"	✓			
	NONE	✓			
	Total capacity of double bottom	59.			

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

Order for Special Survey No. 1553

Date 16:3:43.

Dates of Surveys held while building

1943 April 1, 2, 5, May 18, 19, 20, 21, 24, 26, 28, 31, June 1, 2, 3, 4, 7, 8, 9, 10, 11, 15, 16, 21, 22, July 5, 6, 7, 16, 19, 20, 21, Aug. 4, 5, 6, 11, 16, 18, 20, 23, 24, 26, 27, 30, Sept. 1, 2, 3, 7, 16, 20, 21, 22, 23, 29, Oct. 1, 4, 6, 7, 11, 13, 14, 15, 22, 25, 26, 27, 28, 29, Nov. 2, 3, 8, 11, 12, 16, 18, 19, 20, 22, 23, 24, 25, 26, 29, 30, Dec. 1, 3, 4, 6, 7, 8, 11, 13, 14, 15, 16, 17, 20, 21, 22, 23, 28, 29, 30, 1944 Jan. 3, 6, 11, 13, 14, 18, 20, 21, 24, 25, 26, Feb. 1, 9, 10, 11, 14, 15, 16, 17, 21, 22, 23, 24, 25, 28, 29, March 2, 4, 31 April 3, 5, 11, 13, 17, 18, 20, 21, 24, 28, May 1, 2, 15, 19, 30, June 14, 27, 30, July 3, 4, 5, 6, 7, 10, 18, 24, 27, 28, Aug. 2, 10, 11, 14, 15, 17, 21, Total No. of Visits 170.