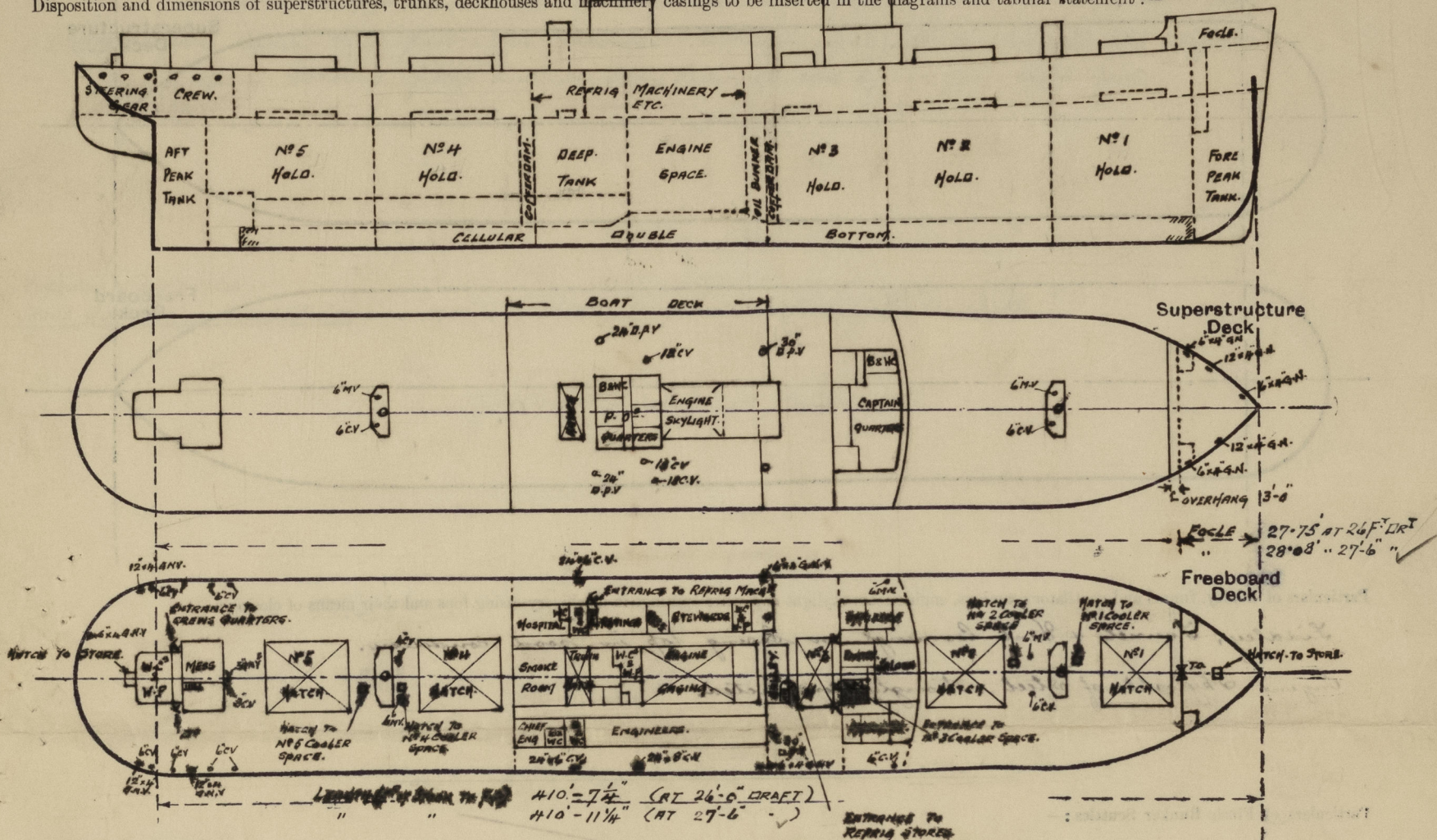


Lloyd's Register of Shipping.  
SURVEYS FOR FREEBOARD.  
(CONDITIONS OF ASSIGNMENT.)

13 AUG 1942

Ship's Name "EMPIRE HIGHWAY" NN NAPIER Port of Survey Glasgow.  
Official Number 168735 STR Surveyor's Signature R. Dunne.  
Nationality and Port of Registry British. - GLASGOW. Date of Survey while building

Disposition and dimensions of superstructures, trunks, deckhouses and machinery casings to be inserted in the diagrams and tabular statement :-



Particulars of Superstructures, Trunks, Casings, Deckhouses.

	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead								
Raised Quarter Deck Bulkhead								
Bridge, After Bulkhead								
Bridge, Forward Bulkhead								
Forecastle Bulkhead								
Trunk, Aft								
Trunk, Forward								
Exposed Machinery Casings on Freeboard or Raised Quarter Decks								
Exposed Machinery Casings on Superstructure Decks								
Machinery Casings within Superstructures not fitted with Class I Closing Appliances								
Deckhouses on Flush Deck Ships								

Particulars of Closing Appliances (state if capable of being manipulated from both sides).

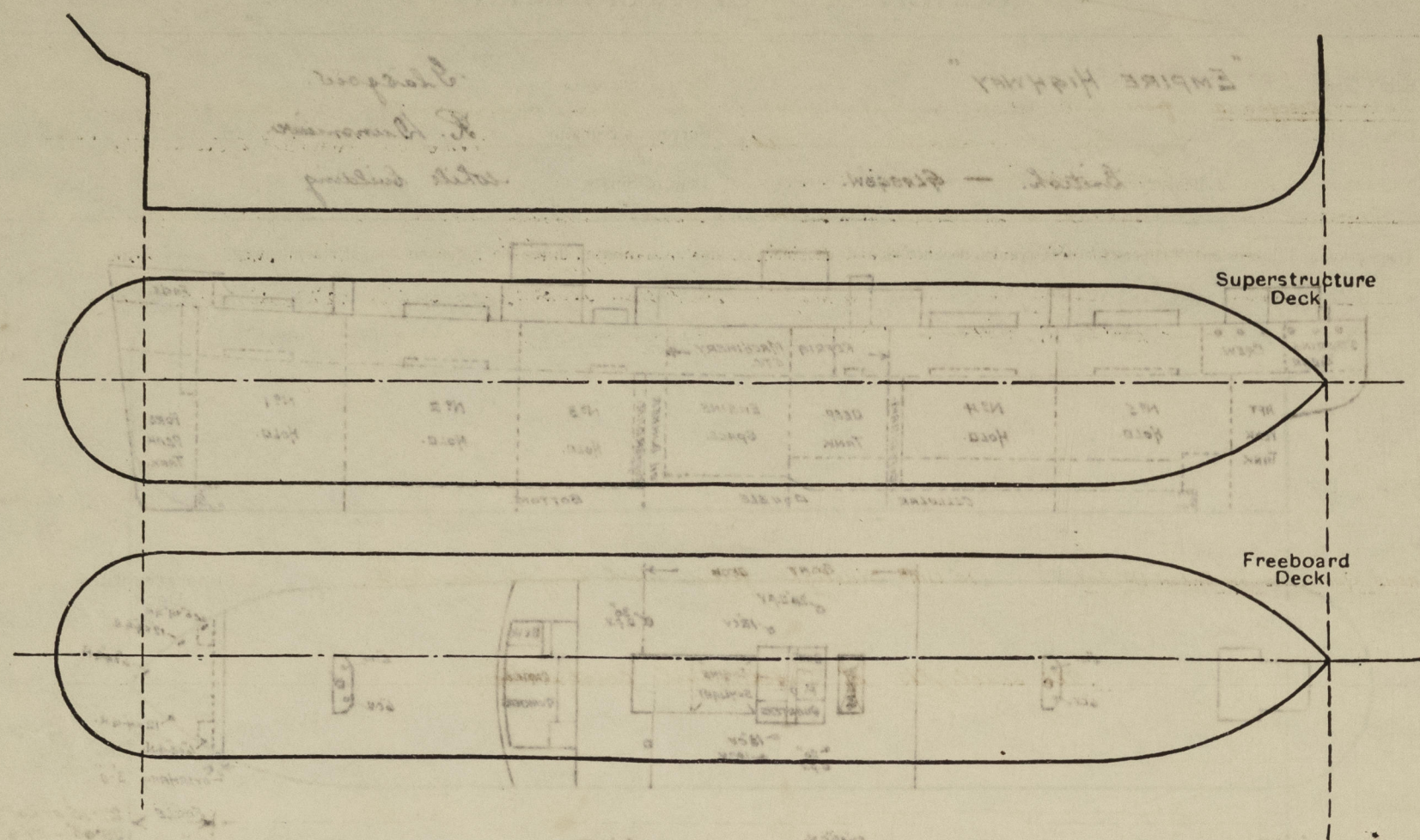
Poop Bulkhead	
Raised Quarter Deck Bulkhead	
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Forecastle Bulkhead	
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	
Exposed Machinery Casings on Superstructure Decks	
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	
Deckhouses on Flush Deck Ships	

Centre Line Opening - 3/4 Sliding boards full height, fitted in channels welded to bulkhead. Opening (P.S.D.) Hinged steel doors, operated from both sides.



# PARTICULARS OF PROTECTION TO OPENINGS, ETC.

The following diagrams should be used to indicate the positions of cargo and coaling hatchways, gangway, cargo and coaling ports, ventilators, companionways, etc., which would affect the seaworthiness of the ship:—



Particulars of fiddley, funnel and ventilator coamings, engine room skylight and other openings in machinery casing tops and their means of closing:—

Fiddley, Funnel & Vent Coamings on casing top in good condition.  
Engine Skylight of Steel, Strongly constructed.

Particulars of Flush Bunker Scuttles:—

None

Particulars of Companionways:—

ENTRANCE TO REFRIG. MACHINERY IN MIDSHIP DECKHOUSE, PORT SIDE	ENTRANCE TO REFRIG. STORES AT FRONT OF GALLEY, STARBOARD	ENTRANCE TO NO. 3 COOLER SPACE, AT AFT END OF SALOON HOUSE	ENTRANCE TO CREWS QUARTERS (P&S) IN AFT DECKHOUSE
Opening 4'-9" x 2'-9" Fitted with hinged steel door Sill 24"	Opening 4'-9" x 2'-6" Fitted with hinged steel door Sill 24"	Opening 4'-7" x 2'-0" Fitted with hinged steel door Sill 24"	Opening 4'-9" x 2'-6" Fitted with hinged steel door Sill 24"
all doors operated from both sides.			

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:—

**FOCLE DECK** 2-6" x 4" G.N.V. & 2-12" x 4" G.N.V. to Focle, & 1-6" x 4" G.N.V. to Fore Peak Store (last iron). 36" high.  
**UPPER DECK** 1-6" M.V. (P) with screw down W.T. top, lashing 12" x 25", & 1-6" C.V. (S) lashing 18" x 25" on top of Forward Mast House.  
1-6" M.V. (P) with screw down W.T. top & 1-6" C.V. (S) lashing 36" x 30" at fore end of No. 2 Hatch.  
1-6" M.V. (P) with screw down W.T. top & 1-6" C.V. (S) lashing 34" x 30" abreast Saloon House.  
1-30" Derrick Post Vent (S) 33'-0" high & 45'-36" plating, at front of Midship House. Post stayed at Boat Deck.  
1-6" x 4" G.N.V. (P&S) last - 34" high. 1-24" x 8" C.V. (S) lashing 34" x 36" abreast Midship House.  
1-6" M.V. (P) with screw down W.T. top, lashing 12" x 25", & 1-6" C.V. (S) lashing 18" x 25" on top of Aft Mast House.  
1-6" M.V. (P) lashing 36" x 30" with screw down W.T. top & 1-6" C.V. (S) lashing 7'-0" x 30" Stayed - at front of Aft Mast House.  
1-8" C.V. lashing 36" x 30" & 3 G.N.V. (last) 36" high, at front of After Deck House.  
4-6" C.V. (P&S) lashing 36" x 30". 2-12" x 4" G.N.V. (S) & 1-12" x 4" G.N.V. (P) last - 36" high } Abreast After Deckhouse.  
1-6" x 4" G.N.V. (P) last - 36" high.  
**BOAT DECK** 1-30" Derrick Post Vent (P) 25'-6" high x 45'-36" plating, at fore end of deck. 1-24" Derrick Post Vent (P&S) 24'-6" high x 55'-36" plating abreast P.O. Deckhouse. 1-13" C.V. (P&S) to Deep Tank, lashing 24" x 25". 1-18" C.V. (S) to Generator Space, lashing 30" x 25".  
all Vents to Rule requirements & fitted with wood plugs & canvas covers.

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—

**FOCLE DECK** 1-4" M.I. to Fore Peak tank & 1-3" M.I. (P) to No. 1 O.B. Tank. — 18" high.  
**UPPER DECK** 1-3" M.I. (P&S) to No. 1 Bilge, abreast No. 1 Hatch; & 1-3" M.I. (P&S) to No. 1 Bilge, abreast No. 1 Hatch.  
1-3" M.I. (P&S) to No. 1 O.B. Tank; 1-3" M.I. (P&S) to No. 2 Bilge; 1-4" M.I. (P&S) to No. 2 O.B. Tank — abreast Fore Mast.  
1-4" M.I. (P&S) to No. 2 Bilge; 1-3" M.I. (P&S) to No. 2 Bilge; 1-3" M.I. (P&S) to No. 2 Bilge — Abreast Saloon House.  
1-3" M.I. (P&S) to No. 3 Bilge; 1-2" M.I. (P&S) to deep Cofferdam; 1-5" M.I. (P&S) to Oil Fuel bunker; 2-3" M.I. to Settling tanks } Abreast Fore Mast.  
1-4" M.I. (P&S) to No. 3 Bilge; 1-2" M.I. (P) to oil drain tank in double bottom. } Boiler casing.  
1-4" M.I. (P&S) to No. 4 O.B. Tank; 1-2" M.I. (P&S) to double bottom Cofferdam; 1-2" M.I. (P) to Lub Oil Tank. } Abreast Engine Room.  
2-2" M.I. (P&S) to No. 5 O.B. Tank; 1-2" M.I. (P&S) to double bottom Cofferdam.  
1-4" M.I. (P&S) to No. 6 O.B. Tank; 2-4" M.I. (P&S) to deep Tank; 1-2" M.I. (P&S) to deep Cofferdam; 2-4" M.I. (P&S) to } Abreast aft end of Midship House.  
No. 6 & 7 double bottom tanks; 1-3" M.I. (P&S) to No. 4 Bilge.  
1-3" M.I. (P&S) to No. 4 Bilge; 1-4" M.I. & 1-3" M.I. (P&S) to No. 5 Bilge & 8 double bottom tanks; 1-3" M.I. (P&S) to No. 5 Bilge — Abreast After Mast.  
1-3" M.I. (P&S) to No. 5 Bilge; 1-2" M.I. (P&S) & 1-3" M.I. (P) to Aft Peak tank — Abreast After Deckhouse.  
Air Pipes to Oil fuel double bottom tanks & Oil fuel bunkers fitted with gauge; elsewhere Air Pipes fitted with wood plugs.

Particulars of Gangways, Cargo and Coaling Ports:—

None

Particulars of Scuppers and Sanitary Discharge Pipes:—

**SANITARY DISCHARGES** from batho, W.C. etc in Captain's House; from Officers Accommodation in Midship Deckhouse & from Crews W.C. & Washplaces in Deckhouse aft, carried through Ship's Side below upper D<sup>th</sup> & fitted with brass Storm Valves.  
**SCUPPERS** from batho & W.C. in Captain's House; from batho & W.C. in Midship Deckhouse & from N.E. washplaces in Deckhouse aft, carried through Ship's Side below upper D<sup>th</sup>, fitted with brass Storm valves.  
**SCUPPERS** from Steering Gear Space, & from Crew Space in Tween Deck aft, carried through Ship's Side below 2<sup>nd</sup> Deck, fitted with M.I. Storm Valve, operated by rod from upper Deck.

Particulars of Side Scuttles:—

CREWS QUARTERS IN TWEEN DECK AFT.

10" DIA<sup>s</sup> Sidelights fitted with hinged deadlights.

All Sidelights of Substantial Construction.

Vertical distance of Sill of lowest Side Scuttle above top of keel

Particulars of Guard Rails:—

**FOCLE DECK.** Open rails 3'-6" high with 2 rods and having stanchions spaced about 5'-0" apart.  
**UPPER DECK.** Open rails 3'-9" high with 3 rods and having stanchions spaced about 5'-0" apart.

Particulars of Gangways, Lifelines, etc.:—

Provision made for rigging lifelines.

## Particulars of Freeing Arrangements.

	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
After Well ... ..						
Forward Well ... ..						

State position of each freeing port ... .. { After Well:—  
(F. and A. position and height above deck edge) { Forward Well:—

State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:—

Additional area where sheer is less than standard.



# PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS.																																								
Description of Hatchway	Nº 1 HATCH	Nº 2 HATCH	Nº 3 HATCH	HATCH ON BOAT DECK	Nº 4 HATCH	Nº 5 HATCH																																		
Dimensions of Hatchway	28'-3" x 22'-0"	32'-6" x 22'-0"	15'-0" x 22'-0"	10'-0" x 22'-0"	32'-6" x 22'-0"	32'-6" x 22'-0"																																		
COAMINGS	<div style="display: flex; align-items: center;"> <div style="margin-right: 10px;">           Height above Deck ...            Thickness ...            Stiffeners ...            Brackets, Stays ...            Round Iron         </div> <div> </div> </div>																																							
HATCH BEAMS	<div style="display: flex; align-items: center;"> <div style="margin-right: 10px;">           Number ...            Spacing ...            Scantling and Sketch ...            PLATE ...            ANGLES ...            Bearing Surface ...         </div> <div> <table border="1"> <tr> <td>5</td> <td>5</td> <td>2</td> <td>1</td> <td>5</td> <td>5</td> </tr> <tr> <td>4'-9 3/8"</td> <td>5'-5 3/8"</td> <td>5'-1 3/4"</td> <td>5'-0"</td> <td>5'-5 3/8"</td> <td>5'-5 3/8"</td> </tr> <tr> <td>19" x 36</td> <td>20 1/2" x 40</td> <td>17 1/2" x 36</td> <td>17 1/2" x 36</td> <td>18 1/2" x 36</td> <td>18 1/2" x 36</td> </tr> <tr> <td>5 x 3 x 42</td> <td>5 x 3 x 42</td> <td>5 x 3 x 40</td> <td>5 x 3 x 40</td> <td>5 x 3 x 40</td> <td>5 x 3 x 40</td> </tr> <tr> <td>3</td> <td>3</td> <td>3</td> <td>3</td> <td>3</td> <td>3</td> </tr> </table> </div> </div>										5	5	2	1	5	5	4'-9 3/8"	5'-5 3/8"	5'-1 3/4"	5'-0"	5'-5 3/8"	5'-5 3/8"	19" x 36	20 1/2" x 40	17 1/2" x 36	17 1/2" x 36	18 1/2" x 36	18 1/2" x 36	5 x 3 x 42	5 x 3 x 42	5 x 3 x 40	5 x 3 x 40	5 x 3 x 40	5 x 3 x 40	3	3	3	3	3	3
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3	3	3	3	3	3																																			
FORE AND AFTERS	<div style="display: flex; align-items: center;"> <div style="margin-right: 10px;">           Number ...            Spacing ...            Unsupported Lengths ...            Scantling* and Sketch ...            Bearing Surface ...         </div> <div> <table border="1"> <tr> <td>HATCH IN FOGLE TO PEAK STORE 3'-9" x 3'-0" COAMING 8 1/2" 9" x 3" x 40 COVERS 2 3/8" BEARING 2 1/2" CLEATS 23"</td> <td>HATCH TO STORE AFT AT END OF AFT DECKHOUSE 3'-0" x 2'-6" COAMING 30" x 40 COVERS 2 3/8" BEARING 2 1/2" CLEATS 21"</td> <td>ESCAPE HATCHES TO COOLER SPACES. 2'-6" x 2'-6" 1 AT FRONT OF FOR<sup>W</sup> MAST HOUSE 1 AT FRONT OF Nº 2 HATCH. 1 AT FRONT OF AFT MAST HOUSE 1 AT AFT END OF AFT MAST HOUSE COAMING 30" x 40 FITTED WITH HINGED STEEL W.T. COVERS 40 SECURED WITH TURNBUCKLES.</td> </tr> <tr> <td>1 TARPULIN.</td> <td>2 TARPULINS.</td> <td></td> </tr> </table> </div> </div>										HATCH IN FOGLE TO PEAK STORE 3'-9" x 3'-0" COAMING 8 1/2" 9" x 3" x 40 COVERS 2 3/8" BEARING 2 1/2" CLEATS 23"	HATCH TO STORE AFT AT END OF AFT DECKHOUSE 3'-0" x 2'-6" COAMING 30" x 40 COVERS 2 3/8" BEARING 2 1/2" CLEATS 21"	ESCAPE HATCHES TO COOLER SPACES. 2'-6" x 2'-6" 1 AT FRONT OF FOR <sup>W</sup> MAST HOUSE 1 AT FRONT OF Nº 2 HATCH. 1 AT FRONT OF AFT MAST HOUSE 1 AT AFT END OF AFT MAST HOUSE COAMING 30" x 40 FITTED WITH HINGED STEEL W.T. COVERS 40 SECURED WITH TURNBUCKLES.	1 TARPULIN.	2 TARPULINS.																									
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Spacing of Cleats	24"	24"	24"	24"	24"	24"																																		
Number of Tarpaulins	2	2	2	2	2	2																																		
*Are wood fore and afters steel shod at all bearing surfaces? <input checked="" type="checkbox"/> Are battens and wedges efficient and in good condition? <input checked="" type="checkbox"/> Are tarpaulins in good condition and in accordance with rule requirements? <input checked="" type="checkbox"/> Are lashings provided in accordance with rule requirements? <input checked="" type="checkbox"/>																																								

Particulars of any special features:—

Endorsement at first survey and at surveys for renewal of Certificate:—

The fittings and appliances are in accordance with the particulars shown on this form (or as now modified) and are in good condition.

