

Rpt. 1.

# STEEL ~~STEAMER~~ MOTORSHIP.

15 AUG 1941

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

17th July 1941.

Port of

Hull

No.

54291

Survey held at

Hessle

Date First Survey

29-10-1940

Last Survey

9th July

1941.

On the

(State if Machinery fitted Aft and if Single, Twin or Triple Screw)

Single Screw Motor boat "EMPIRE ISLE"

State Type

(Full scantling, Complete Superstructure with or without Tonnage Openings)

Full Scantling

State Type of Erections

Poop & Forecastle

TONNAGE under Tonnage Deck

298.10

CLASS \*100. A.1.

State if (with freeboard) as condition of Class

No

Built at

Hessle

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 140.0

Breadth (greatest moulded)

B 26.0

Total

298.10

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

D 11.0

Gross Tonnage

402.06

1st Longitudinal Number (L x D) = 1540

Register Tonnage

183.48

2nd Numeral L x (B + D) = 5180

Framing Depth "d," at middle of length. See Sec. 3 (1d)

10.17

Proportions—Depth to Length—Uppermost continuous deck to top of keel

12.72

Length

143.6

Breadth

26.15

Depth

9.95

Do. Long Bridge to top of keel

Draught Moulded 10'-0 3/8"

Launched 18th February

Yard No. 416

Builders

Henry Scott Ltd.

Owners

Admiralty

Managers

(Where necessary to be entered in Reg. Book.)

Residence

London

Port of Registry

Hull.

Surveyed while building, afloat, or in dry dock

While Building and Afloat

## 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.
<b>FRAMES, Spacing amidships</b>	21"		<b>Bracket Floors, Frame</b>		
" " from 1/2 length amidships to Collision bulkhead	21"		" " Reversed Frame		
" " in peaks	21"		" " Vertical Struts		
<b>SIDE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>		
Frame Amidships, Angle, $\angle$ or $\square$	4 x 2 1/2 x 34		" " top Angles		
" " Extends up to	DECK		" " bottom Angles		
Reversed Frame Amidships, Angle	2 1/2 x 2 1/2 x 28		<b>Side Girders, No. each side and thickness</b>		
" " Extends up to	ACROSS FLOORS		<b>Margin Plate</b> depth (excl. of flange) and thickness		
Depth of Framing Girder	4"		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem		
Frames in Uppermost Continuous 'tween Decks, Angle, $\angle$ or $\square$			" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area		
" " Second 'tween Decks, Angle, $\angle$ or $\square$			" " Gussets, spacing and scantling abaft 1/2 len. from stem		
" " Third " " " "			" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area		
" " from 1/2 len. for'd. to 15% len. from Stem			<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>		
" " in Peaks, Angle $\angle$ or $\square$	4 x 2 1/2 x 28		<b>INNER BOTTOM PLATING.</b>		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	5/8" RIVS - 7 DIAS APART		Breadth and thickness of Middle Line Strake		
State if Frame Joggled	No		Thickness of remainder in Holds		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	YES		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?		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	YES		<b>BEAMS.</b>		
<b>SINGLE BOTTOM.</b>			Uppermost Continuous Deck, amidships	5 x 3 x 30 1/2	
Floors, Depth and thickness at mid-line in Holds	16 1/2 x 28		" " in way of Bridge, Angle, $\angle$ or $\square$	3 x 2 1/2 x 32 1/2	1/2 BEAMS
Height of Brackets at side above base line at toe of frame	NONE		Spacing	21" AND 42"	
Middle Line Keelson, on Floors, Angles, $\angle$ or $\square$	3 1/2 x 3 x 30		<b>Second Deck, amidships, Angle, <math>\angle</math> or <math>\square</math></b>		
" " Through Plate $\angle$ or $\square$	33 - 29		Spacing		
" " Intercostal Plate	12 x 33	EACH SIDE OF CENTRE LINE	<b>Third Deck, amidships, Angle, <math>\angle</math> or <math>\square</math></b>		
" " Foundation Plate on Floors	3 1/2 x 3 1/2 x 34	DOUBLE	Spacing		
" " Flat Plate Keel Angles			<b>Fourth Deck, amidships, Angle, <math>\angle</math> or <math>\square</math></b>		
Side Keelsons, No. each side	ONE		Spacing		
" " thickness of Intercostal Plate	28		<b>Poop Deck, Angle, <math>\angle</math> or <math>\square</math></b>	5 x 3 x 30	
" " Angles	DOUBLE 3 1/2 x 3 x 32	3" FL. VERTICAL	Spacing	21"	
<b>DOUBLE BOTTOM.</b>			<b>Bridge Deck, Angle, <math>\angle</math> or <math>\square</math></b>	5 x 3 x 30	
Solid Floors, thickness and spacing			Spacing	42"	
" " Are Frame and Reversed Frame joggled?			<b>Forecastle Deck, Angle, <math>\angle</math> or <math>\square</math></b>	5 x 3 x 30	
Bracket Floors, breadth and thickness at middle line			Spacing	21"	
" " breadth and thickness at margin plate					



	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
<b>PILLARS, No. of Rows.....</b>	ONE			
<b>FORECASTLE.</b>				
in 'tween Decks, Size and Spacing.....	2 1/4" DIA ON FR 18			
" " " " " "	2 - 2 1/4" DIA ON FR 20			
" " " " " "	(2 - 2 1/4" " " - 22			
" in Holds " " "	DEEP KNEES EVERY 4TH BEAM IN LINE OF PILLARS			
" " " " " "	12 x 3 1/2 x 26 37 LBS E ON FRS 47 AND 49			
<b>Centre Line Bulkhead.</b>				
Stiffeners and Spacing.....				
Plating, thickness of .....				
<b>STRINGERS AND DECKS.</b>				
<b>Uppermost Continuous Deck.</b>				
Stringer Plate, breadth and thickness in Wells	60 x 34 - 28			
" " " " " in way of Bridge	✓			
" Angle in Walls .....	3 1/2 x 3 1/2 x 34			
Thickness of Plating abreast Deck openings in way of Wells .....	34			
Thickness of Plating abreast Deck openings in way of Bridge .....	✓			
Thickness of Plating within line of openings...	28			
If Sheathed, material and thickness .....	1" DECK COMPOSITION IN POOP SPACE			
<b>Second Deck.</b>				
Stringer Plate, breadth and thickness in Wells...	✓			
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 .....	✓			
<b>Third Deck.</b>				
Stringer Plate, breadth and thickness.....	✓			
If Plated, state thickness.....	✓			
<b>Fourth Deck.</b>				
Stringer Plate, breadth and thickness.....	✓			
If Plated, state thickness .....	✓			
<b>Poop Deck.</b>				
Stringer Plate, breadth and thickness .....	58 1/2 x 24			
Plating, Sheathing, material and thickness	2" DECK COVERING THICK BY NAILS DOVE			
<b>Bridge Deck.</b>				
Stringer Plate, breadth and thickness.....	52 x 28			
Plating, Sheathing, material and thickness ...	2" DECK COMPOSITION. PLATING 28.			
<b>Forecastle Deck.</b>				
Stringer Plate, breadth and thickness.....	24			
Plating, Sheathing, material and thickness	24			
	UNDER WINDLASS			

EQUIPMENT No. 5530.15										LETTER		ANCHORS.	
Number of Certificate.	Anchor.	WEIGHT, E.E. STOCK		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.		WEIGHT MEASURED BY TABLE 53.		Description of Anchor.	Makers.	Where and when tested and Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.		
54077	1st Bower ...	9	0	8	NONE			11	4	2	21	9	Cwts.
54078	2nd " ...	9	0	7	"			11	4	2	21	9	✓
	3rd " ...												
	Collective weight.	18	0	15								18.	
54081	KEDGE.												
	SCREW ...	3	0	10	-	3	12	5	12	0	21	3	✓

STOCKLESS

NOT GIVEN

CRADLEY HEATH 7/5/41 S.C. PAUL

AMIRALTY FORGED WROUGHT IRON ANCHOR

CHAIN CABLES.												HAWSEERS AND WARPS.						
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and Size per Table 53.		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.		
	Length.	Diam.	Status.	Break- ing.	Supplied.	Per Rule.	Cwts.	Lbs.					Length.	Diam.		Fathoms.	Inch.	Tons.
63275	165 <sup>5</sup> / <sub>8</sub>	✓ 1	18	27	97 - 1 - 8	84.			165 1	STUD LINK	NOT GIVEN	CRADLEY HEATH 6/5/41 S.C. PAUL ✓	TOWLINE...	45	2 <sup>1</sup> / <sub>2</sub>	13 <sup>1</sup> / <sub>4</sub>	75	2 <sup>1</sup> / <sub>2</sub>
													HAWSEERS & WARPS }	90	3 <sup>1</sup> / <sub>2</sub>	✓	90	5 <sup>1</sup> / <sub>2</sub>
														MANILLA				
													"					
													"					
Leve-Sigmony } Steel Wire } STREAM	45	✓ 2 <sup>1</sup> / <sub>2</sub>	✓	13 <sup>1</sup> / <sub>4</sub>	✓	✓			45 2 <sup>1</sup> / <sub>2</sub>	✓	✓	✓						

Steering Gear, Type (Power or hand)	Hand gear by <i>Inches Ltd,</i>	Alternative Means of Steering	Block & Tackle from Tiller to Captain.
Steering Chains (Size and Test)	$\frac{1}{2}$ " dia <i>TESTED (Walsley)</i> 3 $\frac{3}{4}$ TONS	Windlass	Driven by chain from Oil Boats 2-16" Lifeboats under and driven much by Thomas Reid Ltd, Davits ok Top Deck.
Ceiling in Holds, thickness and material	18 x 2 $\frac{1}{2}$ " White pine over open floors	Cargo Battens, thickness, material and spacing	None fitted
Cargo Hatchways.—(Upper Deck)	Steel plate & angles	Thickness of Hatches	2 $\frac{1}{8}$ " Timber thickness.
Size of Hatchways No. 1 (Fwd),	22-9" x 16'-0"	No. 2	31-6" x 16'-0"
No. 3		No. 4	
No. 5		No. 6	
Number of Shifting Beams	7 to each Hatch.		
for Fore and Afters			

Per Pm HENRY SCARR LTD.

Builder's Signature Richard Duncanson  
DIRECTOR

**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 *No.* ✓  
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *No.* ✓ 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 accordance with the approved plans and specification and in conformity with the Rules for the class contemplated.  
The materials and workmanship are good.  
A freeboard has been assigned, the marks cut in on the vessels sides and verified.  
The fore & after peak tanks and Oil Fuel Bunkers have been tested in accordance with Rule requirements and found satisfactory, flash point above 150°F.  
Decks, casings, steering gear and windlass have been tested and found in order.

The amount of Entry Fee ..... £ 3 : 0 : 0 Fees applied for, 14.8.1941  
**FREEBOARD FEE** 6 : 0 : 0  
 Special Surport Fee 10 : 0 : 0

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

SUPERVISION OF SPECIFICATION 40  
 25% EXTRA = 10 : 1 : 0  
 Received by me, \_\_\_\_\_  
 Travelling Expenses, if any £ 1 : 16 : 11 \_\_\_\_\_ 19\_\_\_\_\_  
 State whether the Vessel has been built under Special Survey YES.  
 Certificate to be sent to Hull. Date of issue 8/9/41  
Manchester  
FRI. 29 AUG 1941  
 Committee's Minute  
 I am of opinion the Vessel should be Classed \* 100. A.I.  
 Signature [Signature]  
Surveyor to Lloyd's Register of Shipping.

Character assigned +100N1  
Large bottles not fitted  
Lloyd arch. O.L.  
oil inf. O.L.  
White Ink  
Mph



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