

Rpt. 1.

WRECK  
SECTION

No. 1008

STEEL ~~STEAMER~~ or MOTORSHIP.

Received at London Office

16 OCT 1941

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

10<sup>th</sup> OCTOBER 1941Port of **GREENOCK**

No. 21590

Survey held at **PORT GLASGOW**

Date First Survey

4<sup>th</sup> JUNE 1940

Last Survey

4<sup>th</sup> OCTOBER 1941On the (State if Machinery fitted Aft and  
if Single, Twin or Triple Screw)**SINGLE SCREW MOTORSHIP 'EMPIRE TIDE'**State Type (Full Scantling, Complete Superstructure  
with or without Tonnage Openings)**COMPLETE SUPERSTRUCTURE WITHOUT TONNAGE OPENING**State Type of Erections **FORECASTLE ON UPPER DECK**TONNAGE under  
Tonnage Deck

6487.44

CLASS **100.A.1.**State if with freeboard  
(as condition of Class) **YES**Built at **PORT GLASGOW**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 425.0

Launched **MAY 27<sup>th</sup> 1941.** Yard No. **345**

Total

Breadth (greatest moulded) **B 56.0**Builders **LITHGOWS LTD**

Gross Tonnage

6978.37

Depth, at middle of length from top of keel to top  
of beam at side of uppermost continuous  
deck. See Sec. 3 (1c) **D 36.83**Owners **MINISTRY OF WAR TRANSPORT**

Register Tonnage

4147.17

1st Longitudinal Number (L x D) **= 15194**Managers **ROYAL MAIL LINES LTD**

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

2nd Numeral L x (B + D) **= 35994**Residence **BOTHWELL ST, GLASGOW. C.2.**REGISTERED DIMENSIONS.  
FEET.

Length

432.7

Framing Depth "d," at middle of length. See  
Sec. 3 (1d) **23.75**

Breadth

56.2

Proportions—Depth to Length—Uppermost con-  
tinuous deck to top of keel **11.56**Port of Registry **GREENOCK**

Depth

34.3

Do. Long Bridge to top  
of keel **✓**

If surveyed while building, afloat, or in dry dock

Draught Moulded **26'-2 1/2"****BUILDING 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>	31	✓	<b>Bracket Floors, Frame</b>	BA 6 3/2 7/16	✓
" " from 3/4 length amidships to Collision bulkhead	27	✓	" " Reversed Frame	BA 6 3/2 7/16	✓
" " in peaks	24	✓	" " Vertical Struts	BA 10 3/2 7/16	✓
<b>SIDE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>	4 3/4 x 54	✓
Frame Amidships, Angle, E or F	12 3/2 9/16	✓	" " top Angles	4 4 1/2	✓
" " Extends up to	SECOND DK	✓	" " bottom Angles	4 4 9/16	✓
<b>Reversed Frame Amidships, Angle</b>	✓		<b>Side Girders, No. each side and thickness</b>	1 @ 38	✓
" " Extends up to	✓		<b>Margin Plate depth (excl. of flange) and thickness</b>	44 x 54	✓
<b>Depth of Framing Girder</b>	12	✓	" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	6 1/2 6 1/2 625 T	✓
<b>Frames in Uppermost Continuous 'tween Decks, Angle, E or F</b>	6 3/2 7/16	✓	" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	6 1/2 6 1/2 625 T	✓
" " <b>Second 'tween Decks, Angle, E or F</b>	✓		" " Gussets, spacing and scantling abaft 1/4 len. from stem	42 CONTINUOUS	✓
" " <b>Third</b>	✓		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	42 CONTINUOUS	✓
" " <b>from 1/4 len. for'd. to 15% len. from Stem</b>	12 x 3 1/2 x 9/16 BA WITH 4 x 4 x 50 RB. ONAL FRAMES	✓	<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	6'-5" x 44	✓
" " <b>in Peaks, Angle, E or F</b>	8 3/2 35	✓	<b>INNER BOTTOM PLATING.</b>		
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships</b>	7/8 @ 7 DIAS ON BOTTOM. 7/8 @ 6 1/2 " SIDES.	✓	Breadth and thickness of Middle Line Strake	82 x 50	✓
<b>State if Frame Joggled</b>	YES	✓	Thickness of remainder in Holds	44-40	✓
Are the scantlings and arrangements in the <b>Panting Area</b> 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?	YES SEE SPECIAL PLAN OF ENGINE SEATING.	✓
Are the scantlings and arrangements in way of the <b>Bottom Forward</b> in accordance with the Rules and/or as approved?	YES	✓	<b>BEAMS.</b>		
<b>SINGLE BOTTOM.</b>			<b>Uppermost Continuous Deck, amidships</b>	10 3/2 437	✓
<b>Floors, Depth and thickness at mid-line in Holds</b>	✓		" " in Way of Bridge, Angle, E or F	31	✓
Height of Brackets at side above base line at toe of frame	✓		Spacing	✓	
<b>Middle Line Keelson, on Floors, Angles, E or F</b>	✓		<b>Second Deck, amidships, Angle, E or F</b>	12 3/2 45	✓
" " Through Plate or Intercoastal Plate	✓		Spacing	31	✓
" " Foundation Plate on Floors	✓		<b>Third Deck, amidships, Angle, E or F</b>	✓	
" " Flat Plate Keel Angles	✓		Spacing	✓	
<b>Side Keelsons, No. each side</b>	✓		<b>Fourth Deck, amidships, Angle, E or F</b>	✓	
" " thickness of Intercoastal Plate	✓		Spacing	✓	
" " Angles	✓		<b>Poop Deck, Angle, E or F</b>	✓	
<b>DOUBLE BOTTOM.</b>			Spacing	✓	
<b>Solid Floors, thickness and spacing</b>	ARE EVERY 3 <sup>RD</sup> FRAME	✓	<b>Bridge Deck, Angle, E or F</b>	✓	
" " Are Frame and Reversed Frame joggled?	YES	✓	Spacing	✓	
<b>Bracket Floors, breadth and thickness at middle line</b>	32 1/4 x 42	✓	<b>Forecastle Deck, Angle, E or F</b>	8 3/2 7/16	✓
" " breadth and thickness at margin plate	32 1/4 x 42	✓	Spacing	27 x 24	✓



PILARS AND DECKS.											
		INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.				INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	
<b>PILARS, No. of Rows.....</b>											
" in 'tween Decks, Size and Spacing.....											
" " " " " "											
" in Holds " "											
" " " " " "											
<b>Centre Line Bulkhead.</b>		<b>CENTRE LINE BULKHEAD</b>									
Stiffeners and Spacing.....		WITH REINFORCED HATCH SIDE GIRDERS HATCH END BEAMS ✓									
Plating, thickness of .....		per plan 12 3/2 .45 ETC									
Stringer Plate, breadth and thickness in Wells.....		.30 ✓									
" " " " in way of Bridge ✓											
" Angle in Wells .....		6 6 5/8 ✓									
Thickness of Plating abreast Deck openings) in way of Wells.....		.63-.45									
Thickness of Plating abreast Deck openings) in way of Bridge ✓											
Thickness of Plating within line of openings.....		.40-.36 ✓									
If Sheathed, material and thickness .....		NOT SHEATHED COMPOSITION. FITTED OVER ACCOMMODATION ✓									
<b>Second Deck.</b>											
Stringer Plate, breadth and thickness in Wells.....		72x.40 ✓									
Stringer Plate, breadth and thickness in way of Bridge.....		36x.32 ✓									
Thickness of Plating abreast Deck openings) in way of Wells.....		.36-.32 ✓									
Thickness of Plating abreast Deck openings) in way of Bridge ✓											
Thickness of Plating within line of openings.....		.34-.30 ✓									
If Sheathed, material and thickness .....		NOT SHEATHED ✓									
<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 .....		✓									
Plating, Sheathing, material and thickness .....		✓									
<b>Bridge Deck.</b>											
Stringer Plate, breadth and thickness.....		✓									
Plating, Sheathing, material and thickness .....		✓									
<b>Forecastle Deck.</b>											
Stringer Plate, breadth and thickness.....		per plan 35x.36 ✓									
Plating, Sheathing, material and thickness .....		NOT SHEATHED ✓									

SHELL PLATING.													
SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? No	SINGLE OR DOUBLE.	RIVETS.		No. of ROWS OF RIVETS.	RIVETS.		STRAINED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.		
FLAT PLATE KEEL .....	52	78	68	68		DOUBLE	7/8	3 3/4	FOUR	1	4	LAPPED	
" DELG. (if any)	3 STRAKES OF BOTTOM PLATING P&S .69 FROM 1/2 LENGTH FOR ° TO PILE POSITION OF COLLISION BULKHEAD												
BOTTOM PLATING, No. of Strakes ..... FOUR ..)		.63	.50	.50		DOUBLE	7/8	3 3/4	FOUR	7/8	3 1/2	"	
BILGE PLATING, No. of Strakes ..... FOUR ..)		.63	.50	.50		"	"	"	FOUR	"	"	"	
SIDE PLATING, No. of Strakes ..... FOUR ..)		.62	.46	.46		"	"	"	THREE	"	3/8	"	
UPPER DECK, Sheer-strake in Wells .....	53	.69	.46	.46		"	"	"	FOUR	"	3/2	"	
UPPER DECK, Sheer-strake in Bridge ...)	✓												
STRAKE BELOW SHEER-strake in Wells .....	58	.64	.46	.46		"	"	"	FOUR	"	3/2	"	
STRAKE BELOW SHEER-strake in Bridge ...)	✓	SIDE PLATING IN PANTING AREA .58 IN LIEU OF STRINGERS.											
POOP SIDE PLATING .....	✓												
BRIDGE SIDE PLATING ...)													
FOREC'TLE SIDE PLATING			.40			SINGLE	7/8	3 1/2	SINGLE	7/8	3 1/8	LAPPED	

WATERTIGHT BULKHEADS.					FORGINGS and CASTINGS.				
Total No. of W.T. BULKHEADS in Vessel.....	7				Casting or Forging .....	Scantlings .....	Maker's Name .....	Any Departure from Approved Plans to be Noted.	
Extending to Upper Deck (Sec. 3 c) .....	6				KEEL, Bar .....	FLAT PLATE KEEL			
Deck next below .....	1				STEM .....	ROLLED 10x2 1/2			
As per Rule .....	7				STERN FRAME .....	WELDED FABRICATED STERN FRAME			
					RUDDER .....	MADE BY COLVILLE CONSTRUCTION CO			
					Speed of Vessel .....	12 KNOTS			
					RUDDER-Type .....	DOUBLE PLATE STREAM LINED			
					" A x D .....	633			
					" Diam. of head .....	FORGING 12 1/2 DIA.			
					" Mainpiece at top pintle .....	CASTING SEE SUPPLEMENTARY BY BEARDMORE			
					" " heel .....	PLAN			
					" how constructed .....	FABRICATED WITH PLATES ANGLES			
					" double or single plate .....	DOUBLE 50 THICK			
					" coupling, vertical or horizontal .....	VERTICAL			
MIDSHIP BULKHEAD, Upper tween decks .....	26	6x3 1/2x3/8	30"						
" " Second .....									
" " Third .....									
" " Holds .....	40-26	12x4 1/4x5/16	30"						
COLLISION " (in Hold) .....	54-29	12x3 1/2x5/16	24"						
AFTER PEAK " " .....	48-30	6x3x3/8	24"						
STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) (OPEN HEARTH)								
	Colville, Steel Co. of Scotland, Lanarkshire & American Steel.								
	Has the Steel been tested as required by the Rules? YES								

EQUIPMENT No 40053										LETTER at										ANCHORS.									
Number of Certificate.		Anchors.		WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.		WEIGHT REQUIRED BY TABLE 53.		Description of Anchor.		Makers.		Where and when tested and Superintendent.													
26464	1st Bower	68	1 21	Stockless	52	18	3 0	68	Byers Stockless	W.L. BYERS & CO	Low 29/40	GREEN																	
26458	2nd "	68	1 0	"	52	15	2 14	68	"	"	29/40	"																	
53816	3rd "	136	2 21	"	19	1 7	5 0 0	20 4 0 7	58 1/2	"	19 4 1/2	ORDY FGP WROT IRON NOT STATED	CRADLEY 29/41	PAUL															
* REJECTED CABLE ORIGINAL CERT No 89908 CHAIN CABLES.																													
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.													
*4437	30	2 5/8	69 6/4	78.1	1.18	720 3/4	270	2 5/8	LINK	NOT STATED	GLASGOW 17/41	WRIGHT	TOWLINE	120	4 3/4	64.6	120 4 3/4												
40466B	105	2 5/8	"	134 3/4	283.1	3	45	45	EMERGENCY	CARDIFF 18/40	BUTLER	HAWKERS & WARPS	2090	2 3/4	15.2	2090 2 3/4													
89909B	90	2 5/8	"	243.1	9	605.0	2	90	5	52.8	90	5	2090	2 1/2	13.2	2090 2 1/2													
Builder's Signature For LITHGOW LIMITED To Campbell																													
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 MOTORSHIP.																													
(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).																													
The vessel has been built in accordance with the approved plans & in general conformity with the Society's rules for the class contemplated.																													
The materials & workmanship are of good quality. All the double bottom tanks, cofferdams, fore & aft peaks & deep tank (water ballast or oil fuel) & fresh water tanks have been tested as required by the rules & found satisfactory.																													
The freeboard has been verified & the marks cut in on the vessels sides.																													
The pumps, steering gear, windlass, telemotor, auxiliary steering gear & bilge suction were tested & found satisfactory.																													
Emergency equipment has been supplied to this vessel & no sparring has been fitted. The draught of the vessel is 18" in excess of that corresponding to a freeboard which could be assigned to the vessel if a tonnage opening were fitted and the scantlings are increased accordingly.																													
The amount of Entry Fee ... £ 10 0 0										Fees applied for, 10 OCT 1941		(Special notations, where part of class, to be stated.)																	
Special Survey Fee ... £ 374 9 0										Received by me, 19		I am of opinion the Vessel should be Classed +100 A.I. WITH FREEBOARD																	
FREEBOARD 17 0 0																													
Travelling Expenses, if any £																													
SPECIFICATION FEE 93 12 0																													
State whether the Vessel has been built under Special Survey. YES										Signature Kenneth Inglis		Surveyor to Lloyd's Register of Shipping.																	
Certificate to be sent to GREENOCK OFFICE										Date of issue 13/11/41																			
Committee's Minute GLASGOW 14 OCT 1941																													
Character assigned -1- 100 A.I. 10.41																													
Lloyd's A&C.D. with Freeboard																													
Note Egmt. Cgo. lines.																													



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.)

This is a sister vessel of the Empire Comet Messrs Lithgows Ltd No 941 & Greenock. first entry report No 21322 constructed for the Ministry of War Transport to their 'X' Type design. This is the third & last vessel to be built to the 'X' Type design by Messrs Lithgows Ltd and therefore the approved plans & forging reports are herewith enclosed.

As requested by the London letters, the plans & specifications have been supervised and a copy of the certificate issued is herewith enclosed.

No cleats nor hatch covers have been fitted to the cargo hatches on the second deck.

6 oil fuel (flash point above 150°F) is carried in No 2, 3 & 4 B.D. tanks and in the deep tank & Section 20 of the rules has been fully complied with.

The weather decks, W.T. bulkheads, & tunnel were hose tested & found satisfactory. The managers of this vessel state that arrangements have been made to fit sparring & wood hatches on the second deck as soon as possible abroad.

A Gyro-Compass has been fitted for defense purposes.

PARTICULARS OF ELECTRIC WELDING (if employed) Heads & heels of solid pillars, cruiser stern, boss plating, corners of bulkheads & tank ends, butts of stinger bars, auxiliary engine seats & tunnel stools, butts of tank top plating, fabricated welded stern frame, ventilator coamings, corners of all hatch coaming bars.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book Cruiser stern: D.F.: Lloyd's A.N.C.P.

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

1st Bower 43.2.21: J.D.: 3125. 20.7.40.  
2nd " 43.1.7: J.D.: 2929. 29.5.40.  
3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 44.6 ft., R.Q.D. 81 ft., Bridge 44.6 ft., Forecastle 39.4 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. 168,969.

Signal Letters

Extreme Breadth over Belting  
(Circ. 1611)

Over-all Length  
(Circ. 1703) 447.6

No. and Material of Decks 2. Dks.

Parts of Bottom of Vessel coated with cement or approved composition. Cement in peaks, cement wash in fresh water & water ballast double bottom tanks, no cement nor cement wash in oil fuel double bottom tanks.

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. Feet.	Water Capacity. S.W. Tons.	Where Fitted.	Length. Feet.	Water Capacity. S.W. Tons.
Double bottom, aft,	118.83	340	Fore peak tank,		122
Double bottom, under Engines and Boilers,			After peak tank,		185
Double bottom, if under Engines only,	38.75	161	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward, Oil FUEL OR W.B.	25.83	1036
Double bottom, forward,	262	685	Other tanks, if fitted,		
Total length (if continuous) and Capacity	369.6	1185	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 3469

Date 15<sup>th</sup> APRIL 1940.

Dates of Surveys  
held while building

(1940) JUNE 4. 19. JULY 3. 11. 15. 14. AUG. 1. 12. 14. 26. SEPT. 4. 13. 16. 18. 24. 26. 30. OCT. 1. 3. 10. 22. 30. NOV. 1. 7. 14. 21.  
DEC. 4. 13. (1941) JAN. 17. 21. FEB. 3. 18. 21. MAR. 3. 4. 13. 19. 20. 24. 26. 28. APR. 2. 8. 14. 15. 16. 17. 18. 21. 22. 23. 24. 25. 29.  
MAY 1. 13. 16. 22. 24. JUNE 24. JULY 15. AUG. 4. 25. 26. SEPT. 1. 10. 16. 29. 30. OCT. 1. 4. 6. 7.

Total No. of Visits 43.