

STEEL STEAMER or MOTORSHIP.

Received at London Office

19 JAN 1943

State if Report has been sent on the Freeboard of the Vessel NoState if Report is sent on the Machinery of the Vessel YesDate of completion of report 24th DECEMBER 1942.Port of HULLNo. 51867.Survey held at THORNEDate First Survey 16th October 1941Last Survey 22nd DECEMBER 1942On the (State if Machinery Single or Twin or Triple Screw)STEEL SINGLE SCREW TUG. "EMPIRE SERAPH"

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

FULL SCANTLING.State Type of Erections FLUSH DECK.TONNAGE under Tonnage Deck 123.17CLASS 100A1.State if with freeboard as condition of Class NoBuilt at THORNE.Do. of space or spaces between Tonnage Dk. and Upper Dk. ✓Length from fore part of stem to after part of stern most on summer L.W.L. See Sec. 3 (1a). L 92.0Launched 25th OCTOBER 1942 Yard No. 374.Total 123.17Breadth (greatest moulded) B 20.5Builders RICHARD DUNSTON LTDGross Tonnage 129.13Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 10.5Owners MINISTRY OF WAR TRANSPORT.Register Tonnage NIL1st Longitudinal Number (L x D) = 966Managers ✓

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

REGISTERED DIMENSIONS.

FEET.

Length 92.5Framing Depth "d," at middle of length. See Sec. 3 (1d) ✓Breadth 20.55Proportions—Depth to Length—Uppermost continuous deck to top of keel 8.76Depth 8.45Do. Long Bridge to top of keel ✓Draught Moulded ✓Residence LONDON.Port of Registry GOOLE.

If surveyed while building, afloat, or in dry dock

DURING CONSTRUCTION.

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.
FRAMES, Spacing amidships	<u>21</u>	<u>✓</u>	Bracket Floors, Frame	<u>✓</u>	
" " from $\frac{3}{4}$ length amidships to Collision bulkhead	<u>21</u>	<u>✓</u>	" " Reversed Frame	<u>✓</u>	
" " in peaks	<u>21</u>	<u>✓</u>	" " Vertical Struts	<u>✓</u>	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<u>30 x .40</u>	<u>✓</u>
Frame Amidships, Angle, <u>2 1/2</u>	<u>2 1/2 .32</u>	<u>✓</u>	" " top Angles	<u>2 1/2 2 1/2 .30</u>	<u>✓</u>
" " Extends up to <u>TECH.</u>	<u>2 1/2 .30</u>	<u>✓</u>	" " bottom Angles	<u>3 3 .42</u>	<u>✓</u>
Reversed Frame Amidships, Angle <u>2 1/2</u>	<u>2 1/2 .26</u>	<u>✓</u>	Side Girders, No. each side and thickness	<u>14 x .40</u>	<u>✓</u>
" " Extends up to <u>ACROSS FLOOR</u>	<u>2 1/2 .36</u>	<u>✓</u>	Margin Plate depth (excl. of flange) and thickness	<u>14 x .40</u>	<u>✓</u>
Depth of Framing Girder	<u>4</u>	<u>✓</u>	" " Vertical Angle to Tank side	<u>✓</u>	<u>✓</u>
Frames in Uppermost Continuous 'tween Decks, Angle, <u>2</u> or <u>3</u>	<u>2 2 1/2 .30</u>	<u>✓</u>	" " Bracket abaft $\frac{1}{4}$ len. from stem	<u>✓</u>	<u>✓</u>
" " Second 'tween Decks, Angle <u>2</u> or <u>3</u>	<u>2 2 1/2 .30</u>	<u>✓</u>	" " Vertical Angle to Tank side	<u>✓</u>	<u>✓</u>
" " Third " " " "	<u>2 2 1/2 .30</u>	<u>✓</u>	" " Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area	<u>✓</u>	<u>✓</u>
" " from $\frac{1}{4}$ len. for'd. to 15% len. from Stem	<u>4 2 1/2 .32</u>	<u>✓</u>	" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	<u>✓</u>	<u>✓</u>
" " in Peaks, Angle <u>2 1/2</u>	<u>5 1/8 - 4 1/2</u>	<u>✓</u>	" " Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area	<u>✓</u>	<u>✓</u>
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<u>5/8 - 4 1/2</u>	<u>✓</u>	Tank Side Brackets, height above base line at toe of Frame and thickness	<u>✓</u>	<u>✓</u>
State if Frame Joggled	<u>No</u>	<u>✓</u>	INNER BOTTOM PLATING.		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<u>TUG.</u>	<u>✓</u>	Breadth and thickness of Middle Line Strake	<u>48 x .36</u>	<u>✓</u>
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<u>TUG.</u>	<u>✓</u>	Thickness of remainder in Holds	<u>.44</u>	<u>✓</u>
SINGLE BOTTOM.			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?	<u>✓</u>	<u>✓</u>
Floors, Depth and thickness at mid-line in Holds	<u>14 x .36</u>	<u>✓</u>	BEAMS.		
Height of Brackets at side above base line at toe of frame	<u>✓</u>	<u>✓</u>	Uppermost Continuous Deck, amidships	<u>4 3 .32</u>	<u>✓</u>
Middle Line Keelson, on Floors, Angles, <u>3 1/2</u>	<u>3 1/2 3 .38</u>	<u>✓</u>	" " in Wells, Angle, <u>2</u>	<u>4 3 .30</u>	<u>✓</u>
" " Through Plate or Intercoastal Plate	<u>.42</u>	<u>✓</u>	" " in way of Bridge, Angle, <u>3</u>	<u>3 2 1/2 .30</u>	<u>✓</u>
Foundation Plate on Floors	<u>12 x .42</u>	<u>✓</u>	Spacing	<u>21</u>	<u>✓</u>
" " Flat Plate Keel Angles	<u>3 1/2 3 1/2 .40</u>	<u>✓</u>	Second Deck, amidships, Angle, <u>2</u> or <u>3</u>		
Side Keelsons, No. each side	<u>ONE</u>	<u>✓</u>	Spacing		
" " thickness of Intercoastal Plate	<u>✓</u>	<u>✓</u>	Third Deck, amidships, Angle, <u>2</u> or <u>3</u>		
" " Angles	<u>5 4 .48</u>	<u>✓</u>	Spacing		
DOUBLE BOTTOM Frames <u>23 x .30</u>	<u>5 4 .38</u>	<u>✓</u>	Fourth Deck, amidships, Angle, <u>2</u> or <u>3</u>		
Solid Floors, thickness and spacing	<u>30 x .36</u>	<u>✓</u>	Spacing		
" " Are Frame and Reversed Frame joggled?	<u>No</u>	<u>✓</u>	Poop Deck, Angle, <u>2</u> or <u>3</u>		
Bracket Floors, breadth and thickness at middle line	<u>✓</u>	<u>✓</u>	Spacing		
" " breadth and thickness at margin plate	<u>✓</u>	<u>✓</u>	Bridge Deck, Angle, <u>2</u> or <u>3</u>		
			Spacing		
			Forecastle Deck, Angle, <u>2</u> or <u>3</u>		
			Spacing		

PILLARS AND DECKS.			
		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....	ONE		
" in 'tween Decks, Size and Spacing.....	2 th DOW. PILLARS IN CONJUNCTION WITH FORE AND AFT GIRDERS FITTED IN FWD CREW SPACE.		
" " " " "			
" in Holds " "			
" " " " "			
Centre Line Bulkhead.			
Stiffeners and Spacing.....			
Plating, thickness of			
STRINGERS AND DECKS.			
Uppermost Continuous Deck.			
Stringer Plate, breadth and thickness in Wells	35' 7" 58" x 30'		
" " " " in way of Bridge	✓		
" Angle in Wells	3 3 30		
Thickness of Plating abreast Deck openings in way of Wells	30 - 26		
Thickness of Plating abreast Deck openings in way of Bridge	✓		
Thickness of Plating within line of openings...	32' 30" 26		
If Sheathed, material and thickness	CELATOL FITTED UNDER SHEET 28 IN ACCORDANCE.		
Second Deck.			
Stringer Plate, breadth and thickness in Wells...	✓		
Stringer Plate, breadth and thickness			
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			
Plating, Sheathing, material and thickness ...			
Bridge Deck.			
Stringer Plate, breadth and thickness			
Plating, Sheathing, material and thickness ...			
Forecastle Deck.			
Stringer Plate, breadth and thickness			
Plating, Sheathing, material and thickness ...			

[illegible]

WATERTIGHT BULKHEADS.						FORGINGS AND CASTINGS.			
Total No. of W.T. BULKHEADS in Vessel—						Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
Extending to Upper Deck (Sec. 3 c)									
" Deck next below									
As per Rule									
		Plating Thickness.	STIFFENERS.				Speed of Vessel.	RUDDER—Type.....	
			VERTICAL.		HORIZONTAL.				
			Scantlings.	Spacing.	Scantlings.	Spacing.			
MIDSHIP BULK'D,	Upper tween decks								
"	" Second "								
"	" Third "								
"	" Hold " 4' 30" x 4"	39-26	4-2½-30	27½	33	FLAT			
COLLISION	" (in Hold) 48"	34-30	6-3-48	24	FLAT				
AFTER PEAK	" 5'"	50-30	3-2½-26	24	FLAT				
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)						Open Heart Process!			
STEEL.						Doan's Long Co., Ashley Frothingham Steels Co.			
Has the Steel been tested as required by the Rules?						Yes.			

EQUIPMENT No. ✓										LETTER ✓		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.		
		Cwts.	grs.	lbs.	Cwts.	grs.	lbs.	Tons.	cwts.	grs.	lbs.	Cwts.				
54630	1st Bower ...	4	0	18	1	0	12	6	10	0	0	✓	14	ORIGINAL FORGED HOOKS	NAME NOT GIVEN	16-12-41 S.C. PAUL
54631	2nd " ...	4	0	8	1	0	14	6	10	0	0	✓	4	"	" " "	" " 16-12-41 "
	3rd " ...											✓				✓
	Collected weight.	8	0	26	2	0	26					✓	8			✓
	St. room											✓				✓

HAWSERS AND WARPS.

Steering Gear, Type (Power or hand) *STEAM STEERING GEAR BY DONKIN & CO. NEWCASTLE-ON-TYNE.* Alternative Means of Steering *TILLER WITH BLOCKS AND TACKLE.*

Steering Chains (Size and Test) *3 1/4" DIA. 6 3/4" TONG. TEST.* Windlass *SEAR BY EMERSON WALKER & CO. LTD.* Boats *2 WOOD LIVERMORE*

Ceiling in Holds, thickness and material *✓* Cargo Battens, thickness, material and spacing *✓*

Cargo Hatchways.—(Upper Deck) *2 SMALL CURLING HATCHES ON CASING TOP.* Thickness of Hatches *STEEL HINGED COVERS.*

Size of Hatchways No. 1 (Fwd.) *✓* No. 2 *✓* No. 3 *✓* No. 4 *✓* No. 5 *✓* No. 6 *✓*

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

Builder's Signature *PEA PRO RICHARD DUNSTON, LTD.*

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.

The fore and after peaks, winged tank and fresh water tank have been tested to Rule requirements and found satisfactory.

Deck, carings, W.T. bulkheads, steering gear and hand pump to fore peak have been tested.

The amount of Entry Fee £ 2-0-0 Fees applied for, 6/11/1943
Special Survey Fee.... £ 20-0-0 Received by me, _____
Fee for Surveyor's Visit or Inspection 5-0-0
Travelling Expenses, if any £ 5-0-7 19____

I am of opinion the Vessel should be Classed A 100 A.
FOR TOWING SERVICE

State whether the Vessel has been built under Special Survey Yes

Certificate to be sent to HULL. Date of issue 9/3/43.

Signature [Signature]
Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Character assigned
+ 100A1
for Town Services
Lloyd's F
Foundat

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 VESSEL IS A SISTER SHIP TO EMPIRE ARIEL HULL F.E. REPORT No 51819.

PARTICULARS OF ELECTRIC WELDING (if employed)

STERN FRAME AND RUDDER OF WELDED CONSTRUCTION.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

100A.I. For TOWING SERVICES.

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

1st Bower ✓
2nd " ✓
3rd " ✓

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

Official No. ✓

Signal Letters

Extreme Breadth over Belting

20'9"

Over-all Length

97'6"

No. and Material of Decks

10" STEEL.

Parts of Bottom of Vessel coated with cement or approved composition

BOTTOM CEMENTED BILGE T. BILGE.

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. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, etc. AMBUSHES, RESERVE FEED TANK.	12.25	11.5	Fore peak tank,	-	-
Double bottom, under Engines and Boilers,	-	-	After peak tank,	-	-
Double bottom, if under Engines only,	-	-	Deep tank, aft,	-	-
Double bottom, if under Boilers only,	-	-	Deep tank, forward,	-	-
Double bottom, forward,	-	-	Other tanks, if fitted, FW TANK 38 T. 40 FRAMES	3.5	6
Total length (if continuous) and Capacity	-	-	(If necessary, furnish further information by sketch.)	-	-

Order for Special Survey No. 3283.

Date. 19/9/41.

Dates of Surveys held while building

1941. Oct 16, 31. Nov. 13, 21, 25. Dec. 22, 29. 1942. Jan. 7. Feb. 2, 9, 16, 24. Mar. 4, 11, 24, 31.
Apr. 10, 20, 23. May 6, 13, 18, 10, 24. June 2, 10, 19, 24. July 1, 6, 10, 22, 28.
Aug 12, 18, 21. Sept. 1, 4, 11, 15, 17, 18, 23. Oct 1, 6, 9, 20, 28. Nov. 3, 10, 17, 20,
Dec. 1, 8, 14, 17, 22.

Total No. of Visits 56,