

[illegible][illegible]

Total No. of W.T. BULKHEADS in Vessel		Extending to Upper Deck (Sec. 3 c)		Deck next below		As per Rule	
STIFFENERS.		VERTICAL.		HORIZONTAL.			
Plating Thickness.		Scantlings.		Spacing.		Scantlings.	
MIDSHIP BULKH'D, Upper tween decks							
" " Second "							
" " Third "							
" " Holds							
COLLISION " (in Hold)							
AFTER PEAK " "							
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture).							
STEEL.							
Has the Steel been tested as required by the Rules?							

Steering Gear, Type (Power or hand) *STERN STEERING GEAR BY JONKIN & CO. NEUCHÂTELE - ON - TYSE* Alternative Means of Steering *TILLER AND BLOCKS AND TACKLE.*

Steering Chains (Size and Test) *3/4" DIA TEST 6 3/4 TONS.* Windlass *STERN BY EMERSON WALKER LTD. GATESHEAD* Boats *2 HULL LITERALLY 16'0" x 5'7" x 2'3"*

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

Cargo Hatchways. — (Upper Deck) *2 SMALL COOL HATCHES ON CHANG 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 *✓*

PER PRO RICHARD DUNSTON, LTD.
Builder's Signature *Richard Dunston.*
0188219A.

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
be indicated, together with the flash point (where required to be inserted in the Notation).
The positions in which oil is carried as fuel or cargo should

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 peak tanks, the bilge keel tank and fore water tank have been tested to Rule requirements and found satisfactory.

Decks, carings, W.T. bulkheads, steering gear and windlass have been tested and found satisfactory. Fore peak tank pump tested.

The fore and after peaks were tested as tanks. The peaks have now been dispressed with air tanks and are to be dry tanks in accordance with Admiralty instructions to the Builders.

The W.T. door of No 23 bulkhead has been dispressed with and replaced by a hinged plate door, as per Admiralty instructions to the Builders thus making four W.T. bulkheads in this vessel.

The amount of Entry Fee £ 2-0-0

Special Survey Fee.... £ 20-0-0

Supervision or Specification £ 5-0-0

Travelling Expenses, if any £ 7-18-3

Fees applied for
19
Received by me,
19

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

I am of opinion the Vessel should be Classed ~~SA~~ 100A.1.
FOR TOWING SERVICES
SEAGOING.

Signature _____
Surveyor to Lloyd's Register of Shipping.

State whether the Vessel has been built under Special Survey Yes.

Certificate to be sent to Hull.
Glasgow } Date of issue 14/11/41
TUE. 28 OCT 1941

Committee's Minute

Character assigned + 100A.1
For Towing Services
Lloyd's arch. oz.
Wm. H. B. L. G.

Lloyd's Register of Shipping

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 THE "EMPIRE MAPLE" HULL F.E. REPORT NO 51326.

PARTICULARS OF ELECTRIC WELDING (if employed)

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

100A.1. For Towing Services 'Serpentine'

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 1st DE STEEL.

Parts of Bottom of Vessel coated with cement or approved composition ALL BOTTOM COATED WITH CEMENT BILGE TO 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, at AMIRSHIPS RESERVE FEED TANK.	12.25	11½	Fore peak tank, Day	7.5	11
Double bottom, under Engines and Boilers,	✓	✓	After peak tank, Day	14.16	13½
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, F.N. TANK FRAMES 38 TO 40	3.5	6
Total length (if continuous) and Capacity	✓	✓	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 3224

Date 2nd AUGUST 1940.

Dates of Surveys held while building

1940. Sep. 23. Oct. 1. 10. Nov. 6. 25. Dec. 4. 11. 23. - Jan. 3. 16. 22. 30. Feb. 7. 21. Mar. 3. 6. 13. 20. 26. Apr. 1. 7. 16. 23. 28. May. 5. 7. 13. 20. 26. 29. June 5. 11. 20. July 8. 18. 24. 30. Aug. 19. 25. Sep. 1. 5. 8. 15. 22. 26. Oct. 1. 7.

Total No. of Visits 47

For S.S.O.F. see Hull Report No 51326 "Empire Maple"