

State if Report is sent on the Machinery of the Vessel..... **YES**

No. 65040

Last Survey 10 : 3 : 1942

MACHINERY AFT

State Type of Erections **TRUNK & F'CLE**

Built at POINTHOUSE, GLASGOW

Launched 20TH DEC^R, 1941 Yard No. 1151P

Builders *A. & J. INGLIS, LTD.*

Owners THE MINISTRY OF WAR TRANSPORT

Managers **COASTAL TANKERS LTD**

Residence ✓

Port of Registry *GLASGOW.*

If surveyed while building, afloat, or in dry dock

BUILDING 8 AFLOAT

		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		22 1/2	✓			Bracket Floors, Frame						
FROM 1/2 L. TO FRAME 85		22 1/2	✓			Reversed Frame						
" " " FR. 85 TO FR. 87 FR. 87		18	✓			Vertical Struts						
" " " from 1/2 length amidships to Collision bulkhead		22 1/2	✓			IN ENGINE SPACE						
" " " in peaks		22	✓			Centre Girder, depth and thickness amidships		45 1/4	x	38	✓	
SIDE FRAMING.						" " top Angles		DOUBLE	3 1/2	3 1/2	34	✓
Frame Amidships, Angle, E or F		7	3	33	✓	" " bottom Angles		DOUBLE	3 1/2	3 1/2	38	✓
" " IN WAY OF TRANSVERSES		9	3 1/2	38	✓	Side Girders, No. each side and thickness		ONE		28	✓	
" " Extends up to		UPPER DECK				Margin Plate depth (excl. of flange) and thickness						
Reversed Frame Amidships, Angle						" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem						
" " Extends up to						" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area						
Depth of Framing Girder						" " Gussets, spacing and scantling abaft 1/2 len. from stem						
Frames in Uppermost Continuous Tween Decks, Angle, E or F						" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area						
" " Second Tween Decks, Angle, E or F						Tank Side Brackets, height above base line at toe of Frame and thickness		63	x	30	✓	
" " Third						INNER BOTTOM PLATING, IN ENGINE SPACE						
FRAME 71		BA. 7	3	40	✓	Breadth and thickness of Middle Line Strake		96	x	75	✓	
" from 1/2 len. from Stem to 15% len. from Stem						Thickness of remainder in Hold				34	✓	
" in Peaks, Angle		5	3	35	✓	Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Tankers and Boiler Room?				YES	✓	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships		3/4	@	4 1/2	✓	BEAMS.						
State if Frame Joggled		YES			✓	Uppermost Continuous Deck, amidships in Wells, Angle, E or F		LONG BEAMS AS PER PAGE 5			✓	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?		YES			✓	" " in way of Bridge, Angle, E or F		5	3	32	✓	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?		YES			✓	Spacing		EVERY FRAME			✓	
SINGLE BOTTOM. IN BOILER SPACE.						Second Deck, amidships, Angle, E or F						
Floors, Depth and thickness at mid-line		24	x	40	✓	Spacing						
" " Hold		NONE			✓	Third Deck, amidships, Angle, E or F						
Height of Brackets at side above base line at toe of frame		DOUBLE			✓	Spacing						
Middle Line Keelson, on Floors, Angles, E or F		4	4	42	✓	Fourth Deck, amidships, Angle, E or F						
" " " Through Plate				48	✓	Spacing						
" " " Intercostal Plate					✓	Poop Deck, Angle, E or F		5	3	28	✓	
" " " Foundation Plate on Floors		12	x	48	✓	Spacing		EVERY FRAME			✓	
" " " Flat Plate Keel Angles		DOUBLE			✓	Bridge Deck, Angle, E or F						
Side Keelsons, No. each side		ONE			✓	Spacing						
" " thickness of Intercostal Plate		40			✓	Forecastle Deck, Angle, E or F		5	3	32	✓	
" " Angles		4	4	42	✓	Spacing		EVERY FRAME			✓	
DOUBLE BOTTOM. IN ENGINE SPACE												
Solid Floors, thickness and spacing		28	EVERY FR.		✓							
" " Are Frame and Reversed Frame joggled?		YES			✓							
Bracket Floors, breadth and thickness at middle line												
" " breadth and thickness at margin plate												

PILLARS AND DECKS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS , No. of Rows.....	CENTRE LINE BULKHEAD IN CARGO TANKS,		Stringer Plate, breadth and thickness in way of Bridge		
" in 'tween Decks, Size and Spacing.....	O.F. BUNKERS, COFFERDAMS & PUMP ROOM.		Thickness of Plating abreast Deck openings in way of Wells		
" " " " "			Thickness of Plating abreast Deck openings in way of Bridge		
" in Holds " "			Thickness of Plating within line of openings..		
" " " " "			If Sheathed, material and thickness		
Centre Line Bulkhead. IN CARGO TANKS.	9 x 3 1/2 x 38 B.A.		Third Deck.		
Stiffeners and Spacing.....	10 x 3 1/2 x 40 B.A. IN N°1 TANK	ON EVERY FRAME	Stringer Plate, breadth and thickness.....		
Plating, thickness of30 & .35		If Plated, state thickness.....		
	.40	IN N°1 TANK.	Fourth Deck.		
STRINGERS AND DECKS.			Stringer Plate, breadth and thickness.....		
Uppermost Continuous Deck.			If Plated, state thickness.....		
Stringer Plate, breadth and thickness in Wells	54' x 40		Poop Deck.		
" " " " , in way of POOP	.34		Stringer Plate, breadth and thickness	71 x 30 - 25	
" " " " , Angle in Well	5 x 5 x 40		Plating, Sheathing, material and thickness30 - 25	(COMPO. IN ACCOM.)
Thickness of Plating abreast TRUNK	.35		Bridge Deck. TRUNK TOP		
in way of Wells			Stringer Plate, breadth and thickness.....	66 x 35	
Thickness of Plating abreast Deck openings)	.25		Plating, Sheathing, material and thickness40	
in way of Bridge POOP			Forecastle Deck.		
Thickness of Plating within line of openings...	.25		Stringer Plate, breadth and thickness.....	.30	
If Sheathed, material and thickness	COMPOSITION IN ROOF ACCOM.		Plating, Sheathing, material and thickness30	
Second Deck.					
Stringer Plate, breadth and thickness in Wells..					

SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	UPPER EDGES. State if joggled? <i>NO</i> ✓			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED 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	<i>54</i> ✓	<i>.75</i> ✓	<i>.75</i> ✓	<i>.75</i> ✓	<i>APPROVED .55-.44</i> ✓	<i>DOUBLE</i> ✓	<i>7/8</i> ✓	<i>3.2</i> ✓	<i>3R</i> ✓	<i>7/8</i> ✓	<i>3 1/8</i> ✓	<i>LAPPED</i> ✓	
„ BELG. (if any)													
BOTTOM PLATING, No. of Strakes <i>2</i>		<i>.45</i> ✓	<i>.40</i> ✓	<i>.40</i> ✓	<i>APPROVED .40-.33</i> ✓	<i>DOUBLE</i> ✓	<i>3/4</i> ✓	<i>2 1/2" IN WAY OF OIL</i> <i>3" CLEAR OF OIL</i> ✓	<i>3R-2R</i> ✓	<i>3/4</i> ✓	<i>2 5/8</i> ✓	<i>"</i> ✓	
BILGE PLATING, No. of Strakes <i>1</i>		<i>.40</i> ✓	<i>.37</i> ✓	<i>.35</i> ✓		<i>DOUBLE-SINGLE</i> ✓	<i>"</i> ✓	<i>"</i> ✓	<i>3R-2R</i> ✓	<i>3/4</i> ✓	<i>2 5/8</i> ✓	<i>"</i> ✓	
SIDE PLATING, No. of Strakes													
UPPER DECK, Sheer- strake in Well <i>48</i>		<i>.40</i> ✓	<i>.37</i> ✓						<i>3R-2R</i> ✓	<i>3/4</i> ✓	<i>2 5/8</i> ✓	<i>LAPPED</i> ✓	
			<i>60 AT POOP FRONT</i> ✓								<i>7/8" 3 1/8" AT POOP FRONT</i> ✓		
UPPER DECK, Sheer- strake in Bridge <i>POOP</i> ... <i>40</i>		<i>.40</i> ✓		<i>.33</i> ✓		<i>SINGLE</i> ✓	<i>3/4</i> ✓	<i>3.2-3</i> ✓	<i>3R-2R</i> ✓	<i>3/4</i> ✓	<i>2 5/8</i> ✓	<i>LAPPED</i> ✓	
STRAKE BELOW Sheer- strake in Well <i>65 1/2</i>		<i>.40</i> ✓	<i>.37</i> ✓			<i>DOUBLE-SINGLE</i> ✓	<i>"</i> ✓	<i>2 1/2" IN WAY OF OIL</i> <i>3" CLEAR OF OIL</i> ✓	<i>3R-2R</i> ✓	<i>3/4</i> ✓	<i>2 5/8</i> ✓	<i>"</i> ✓	
STRAKE BELOW Sheer- strake in Bridge <i>POOP</i> ... <i>40</i>		<i>.40</i> ✓		<i>.33</i> ✓		<i>"</i> ✓	<i>"</i> ✓	<i>"</i> ✓	<i>3R-2R</i> ✓	<i>"</i> ✓	<i>"</i> ✓	<i>"</i> ✓	
POOP SIDE PLATING				<i>.38-25</i> ✓					<i>2R-1R</i> ✓	<i>"</i> ✓	<i>"</i> ✓	<i>"</i> ✓	
BRIDGE SIDE PLATING ...													
FOREC'TLE SIDE PLATING			<i>.25</i> ✓			<i>SINGLE</i> ✓	<i>3/4</i> ✓	<i>3</i> ✓	<i>1R</i> ✓	<i>3/4</i> ✓	<i>2 5/8</i> ✓	<i>LAPPED</i> ✓	

WATERTIGHT BULKHEADS.

O.T. &
 Total No. of W.T. BULKHEADS in Vessel— 9 ✓
 ^ TRUNK TOP
 Extending to ~~Upper Deck~~ (Sec. 3 c) 6 ✓
 UPPER
 ,, Deck next below 3 ✓
 ^
 As per Rule APPROVED

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar				
STEM	ROLLED STEEL	6 1/2 x 1 3/8	✓	
STERN FRAME {	Propeller Post	FORGING 6 1/8 x 4	T.S. FORSTER	
{	Rudder ..	" 5 3/4 x 4	B. & SONS, LTD.	
Speed of Vessel	UNDER 12 K.N.	✓		
RUDDER—Type	ORDINARY	✓		
" A x D	91.59	✓		
" Diam. of head	FORGING 5 7/16	T.S. FORSTER		
" Mainpiece at top pintle	" 5 1/2 FRA.	B. & SONS, LTD.		
" " heel ...	5 3/8 ATHW.	✓		
" how constructed	MAIN PIECE & ARMS FORGED IN ONE PIECE	✓		
" double or single plate	DOUBLE .38	✓		
" coupling, vertical or horizontal	VERTICAL	✓		

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
<i>O.T.</i> MIDSHIP BULKH'D, Upper tween decks						
"	"	Second	"			
"	"	Third	"			
"	"	Holds35	9 x 3 1/2 = .38 B.A.	28 1/2"	GIRDER AT UPPER DECK LEVEL
COLLISION		" (in Hold)	40 .30	7 x 3 = .38 B.A.	24	DEEP TANK FLAT
AFTER PEAK		"	42 .30	8 x 3 = .35 B.A. 70 3 x 3 = .300 A.	24	NONE

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Open hearth*
Colville, Lancashire Steel Co. Ltd.

Has the Steel been tested as required by the Rules? *yes.*

FRAMING.			AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.			
	In Ship.			In Ship.			Rivets in Longitudinal Frames.			Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads.		
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam. Ins.	Speng. Ins.			Inches.	Number.	Diameter. Inches.
ing of L, L or K													
es in Bridge 'tween Decks				9	3 1/2	.38	IN N°1 TANK						
es from Uppermost Continuous Deck	10	3 1/2	.40	10	3 1/2	.40							
Deck													
TRE LINE BHD.													
P.R.S. , 2		"		"									
P.R.S. , 3		"		"									
P.R.S. , 4		"		"									
" 5													
" 6													
" 7													
" 8													
" 9													
" 10													
" 11													
" 12													
" 13													
" 14													
" 15													
" 16													
ing of longitudinal frames	Amidships			At Ends									
	2' 4 1/2"			2' 4 1/2"									
le	Tank Top Longitudinals												
ms	Bottom												
of E													
ng of Longitudinals	Amidships			At Ends									
Transverses.													
ide	Depth and Thickness												
	Face Angles												
	Lugs to Shell*												
en Decks)	Depth and Thickness												
	Face Angles												
	Lugs to Shell*												
do	Depth and Thickness												
	Face Angles												
	Lugs to Shell*												
Hold)	Depth and Thickness												
	Face Angles												
	Lugs to Shell*												
tom	Depth and Thickness												
	Face Angles												
	Lugs to Shell*												
Back Bars													
Brackets													
ng of Transverse Frames													
* State if joggled or liners.													
itudinal	TRUNK TOP												
	Bridge Deck												
	Upper												
	Second												
or K	Third												
Spacing													
28 1/2"													

1-65040

EQUIPMENT No 9392 LETTER h 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.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.					
26827	1st Bower ...	19	2	0	STOCKLESS			20	6	1	0	19 (STOCKLESS)	BYERS STOCKLESS	✓	LOW WALKER 23.9.41. A. GREEN.		
26835	2nd „ ...	19	1	21	„			20	6	1	0	19	„	✓	„ „ 24.9.41. „		
	3rd „ ...											16 1/4	„				
	Collective weight.											54 1/4	„				
54436	Stream	5	1	18	✓	1	1	24	✓	7	14	0	7	5 1/4 (EX STOCK)	ORDINARY F.W.I.	✓	NETHERTON 18.9.41. J.A. RELF

CHAIN CABLES. HAWSERS 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.	Statu- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.	Length.					Ins.	Length.		Ins.		
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.				Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
117542	180	1 5/16	31	46 1/2	158	1	4	185 1/2	210	1 5/16	STUD LINK	✓	NETHERTON 17.9.41. J.A. RELF.	TOWLINE...	90	3	18.6	90	3
														HAWSERS & WARPS	90	2 1/4	10.8	90	2 1/4
														"	90	1 3/4	6.4	90	1 3/4
		Cir.								Cir.				"					
Lower Stream Chain - of Steel Wire	60	3 3/4		21.7					60	3 3/4	(6x12)								

Steering Gear, Type (Power ~~or~~ hand) *Hasties Steam telemotor* Alternative Means of Steering *Block & tackle led to steam capstan on poop.*

Steering Chains (Size and Test) *✓* Windlass *Emerson Walker - steam* Boats *2 19 ft. lifeboats.*

Ceiling in Holds, thickness and material *None* Cargo Battens, thickness, material and spacing *None*

Cargo Hatchways. *Trunk Top* Bulk angle coamings Thickness of Hatches *steel hinged covers*

Size of Hatchways No. 1 (Fwd.) *Hold 3'9" x 5'0" No. 2 2'0" x 2'0" No. 3 2'6" x 2'6" No. 4* No. 5 No. 6

Number of Shifting Beams and/or Fore and Afters *None*

Builder's Signature *A. & J. INGLIS LIMITED W. S. Milne Manager*

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 *Yes*

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *✓* 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, the Secretary's letters of various dates and in general conformity with the Society's Rules for the class contemplated. The workmanship & materials are good.

The cargo oil tanks, oil fuel bunkers, settling tank, after cofferdam, forward cofferdam (pump room), fore peak tank, aft peak tank, forward deep tanks and double bottom tanks in engine room were tested as required by the Rules & found satisfactory.

Weather decks have tested & found satisfactory.

Freeboard verified & marks cut in.

Steering gear & windlass tried under working conditions & found satisfactory.

Oil fuel is carried in oil fuel bunkers & settling tank at forward end of boiler space. Flash point above 150°F section 20 of the Rules complied with where applicable.

Anchors & cables in accordance with war emergency requirements.

The amount of Entry Fee £ 4 : 0 : 0 Fees applied for, 17 MAR 1942

Special Survey Fee.... £ 121 : 19 : 0 Received by me, 19

SUPERVISION OF SPECIFICATION 30 : 9 : 9

Travelling Expenses, if any £

FREEBOARD 8 : 0 : 0

I am of opinion the Vessel should be Classed *100A1 CARRYING PETROLEUM IN BULK. SPECIAL NOTATION - LONGITUDINAL FRAMING AT BOTTOM & AT DECK.*

State whether the Vessel has been built under Special Survey *Yes.* Signature *S. W. Bolwell.* Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *GLASGOW* Date of issue *6/5/42.*

Committee's Minute *GLASGOW 17 MAR 1942*

Character assigned *1-100A1 3.42*

Carrying Petroleum in Bulk

Lloyds Assoc

1-100A1 3.42 2D

Fitted for oil fuel 3.42 2D above 150°F

Longitudinal Framing at Bottom & at Deck

Note Equiv.

The Surveyor is requested not to write on or below the Committee's Minutes.

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 generally similar to the "EMPIRE BAIRN", *Hythwood N° 67* (see Glasgow Report N° 64862

also *Empire Lar.*

Midship section as built forwarded in advance.

The following approved plans are forwarded herewith:—

Midship section
Profile & Decks
Rudder & Sternframe.
C. & Transversal Bulkheads
C. & Bunker & N° 1 Cargo Tank
Riveting List.
Fore End Framing.
Aft End Framing.
Break of shell at poop front bulkhead.
Engine & boiler casings.
Reservoirs for sea inlets
Pump seats

The following Longing & Basting Reports are enclosed —

Rudder
Sternframe
Teller.

PARTICULARS OF ELECTRIC WELDING (if employed)

Minor details only.

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

and at deck, *Lloyd's A. & C.P., Machy. aft.*

Longitudinal framing at bottom

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	WT. INC. PIN.		J. T.	3587	25.11.40.
		12. 3. 14				
	2nd "	12. 2. 21		J. T.	3600	30.11.40.
	3rd "					

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *65.82* ft., *TRUNK R.O.D. 101.6* ft., Bridge ☒ ft., Forecastle *22.1* 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 *STEEL* *AMIDSHIPS 30' 10"* Over-all Length *202' 3"*
No. and Material of Decks *1 DK. STEEL* (Circ. 1611) " " IN WAY OF POOP *32' 0 1/4"* (Circ. 1703)
Parts of Bottom of Vessel coated with cement or approved composition *Peaks, L.B. in Engine Space, Boiler Room, Pump Room, & Deep Tank Forward.*

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, aft,			Fore peak tank,	<i>13.2</i>	<i>16</i>
Double bottom, under Engines and Boilers,			After peak tank,	<i>13.3</i>	<i>25</i>
Double bottom, if under Engines only,	<i>20.6</i>	<i>27</i>	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	<i>16.1</i>	<i>44</i>
Double bottom, forward,			Other tanks, if fitted, <i>AFTER COFFERDAM</i>	<i>3.0</i>	<i>40</i>
Total length (if continuous) and Capacity	<i>20.6</i>	<i>27</i>	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. *6669*

Date

18. 2. 41

Dates of Surveys held while building

*1941 Apr.: 28. 29 May 8. 13. 28 June: 10. 23 July: 10. 14. 22. 25. 29. 30. 31 Aug.: 1. 6. 11. 26. 28
Sep.: 3. 4. 19. 22. 26 Oct.: 1. 6. 13. 22. 23. 27. 29. 30. 31 Nov.: 3. 4. 5. 6. 7. 10. 11. 12. 14. 17. 18. 19. 20
22. 24. 26 Dec.: 1. 2. 3. 4. 5. 6. 8. 9. 10. 11. 12. 17. 20 (1942) Jan.: 6. 7. 9. 12. 15. 19. 21. 29. 30 Feb.: 3. 6. 10
12. 23. 25. 26 Mar.: 2. 4. 5. 6. 9. 10*

Total No. of Visits

84