

# STEEL STEAMER OR MOTORSHIP.

Received at London Office

State if Report has been sent on the Freeboard of the Vessel noState if Report is sent on the Machinery of the Vessel yes

Date of completion of report

Port of HullNo. 51847Survey held at Gainsborough Date First Survey 13th January 1942 Last Survey 20 1 1943On the (State of Machinery fitted Aft and Fore) Steam tug "EMPIRE BEN"State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full Scantling State Type of Erections noneTONNAGE under Tonnage Deck ... 228.85Do. of space or spaces between Tonnage Dk. and Upper Dk. ✓Total 228.85Gross Tonnage 242.33Register Tonnage net

## REGISTERED DIMENSIONS.

FEET

Length 106.75Breadth 26.70Depth 11.60CLASS X100A1 State if with freeboard as condition of Class noLength from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) 105.00Breadth (greatest moulded) B 26.50Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 13.501st Longitudinal Number (L x D) 14172nd Numeral L x (B + D) 4200Framing Depth "d," at middle of length. See Sec. 3 (1d) 11.00Proportions—Depth to Length—Uppermost continuous deck to top of keel 7.77Do. Long Bridge to top of keel ✓Draught Moulded 12.2 1/2Built at GainsboroughLaunched 22nd Dec 1942 Yard No. 1533Builders J. S. Watson (Gainsborough) Ltd.Owners Ministry of War TransportManagers Messrs. Steel & Bennie Ltd.  
(Where necessary to be entered in Reg. Book)Residence 86, 13 ROOMS, ELAN, GLASGOW, C.I.Port of Registry Hull

If surveyed while building, afloat, or in dry dock

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.
FRAMES, Spacing amidships	21	✓	Bracket Floors, Frame	—	—
" " in boiler space	22	✓	" " Reversed Frame	—	—
" " from 1/2 length amidships to Collision bulkhead	21	✓	" " Vertical Struts	—	—
" " in peaks	21	✓	Centre Girder, depth and thickness amidships	30	✓
SIDE FRAMING.			" " top Angles	2 1/2	✓
Frame Amidships, Angle, <u>E or F</u>	5 3 .30	✓	" " bottom Angles	3	✓
" " in boiler space	5 3 .36	✓	One stiffener on floor each side	4	✓
" " Extends up to	main deck	✓	Side Orders, No. each side and thickness	2 1/2	✓
Reversed Frame Amidships, Angle	—	—	Margin Plate depth (excl. of flange) and thickness	—	—
" " Extends up to	—	—	" " Vertical Angle to Tank side	—	—
Depth of Framing Girder	5	✓	" " Bracket abaft 1/2 len. from stem	—	—
Frames in Uppermost Continuous 'tween Decks, Angle, <u>E or F</u>	—	—	" " Vertical Angle to Tank side	—	—
" " Second 'tween Decks, Angle, <u>E or F</u>	—	—	" " Bracket from forward 1/2 len. from stem to Panting Area	—	—
" " Third " " " "	—	—	" " Gussets, spacing and scantling	—	—
" " from 1/2 len. for'd. to 15% len. from Stem	5 3 .30	✓	" " Gussets, spacing and scantling	—	—
" " in Peaks, Angle <u>E or F</u>	5 3 .30	✓	" " from forward 1/2 len. from stem to Panting Area	—	—
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	9/8 : 4 1/2	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	—	—
State if Frame Joggled	no	✓	INNER BOTTOM PLATING.		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	yes	✓	Breadth and thickness of Middle Line Strake	56	✓
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	yes	✓	Thickness of remainder in Holds	1 1/4	✓
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?	yes	✓
Floors, Depth and thickness at mid-line in Holds	17 x .30	✓	BEAMS.		
Height of Brackets at side above base line at toe of frame	—	—	Uppermost Continuous Deck, amidships in	5 3 .32	✓
Middle Line Keelson, on Floors, Angles, <u>E or F</u>	3 1/2 x 3 x .30 : BS 40	✓	" " in way of Bridge, Angle, <u>E or F</u>	—	—
" " Through Plate <u>or Inter</u>	1 1/2 in BS.	✓	" " Spacing	21	✓
" " Intercoastal Plate	30 from 1/2 of BS.	✓	Second Deck, amidships, Angle, <u>E or F</u>	—	—
" " Foundation Plate on Floors	12 x 3 1/2 : BS 42	✓	" " Spacing	—	—
" " Flat Plate Keel Angles	3 1/2 x 3 1/2 x .26 : BS 46	✓	Third Deck, amidships, Angle, <u>E or F</u>	—	—
Side Keelsons, No. each side	—	—	" " Spacing	—	—
" " thickness of Intercoastal Plate	5 x 4 x .36 from 1/2 of BS	✓	Fourth Deck, amidships, Angle, <u>E or F</u>	—	—
" " Angles	5 x 4 x .48 in BS.	✓	" " Spacing	—	—
DOUBLE BOTTOM.			Poop Deck, Angle, <u>E or F</u>	—	—
Solid Floors, thickness and spacing	136 : 21	✓	" " Spacing	—	—
" " Are Frame and Reversed Frame joggled?	no	✓	Bridge Deck, Angle, <u>E or F</u>	—	—
Bracket Floors, breadth and thickness at middle line	—	—	" " Spacing	—	—
" " breadth and thickness at margin plate	—	—	Forecastle Deck, Angle, <u>E or F</u>	—	—
			" " Spacing	—	—

# 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.
<b>PILLARS, No. of Rows</b> <i>Car</i> $2\frac{3}{8} \times 2\frac{3}{8} \times 2$			Stringer Plate, breadth and thickness in way of Bridge	—	—
in 'tween Decks, Size and Spacing	—	—	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	—	—
<b>TUNNEL</b>			<b>Third Deck.</b>		
Centre Line Bulkheads			Stringer Plate, breadth and thickness	—	—
Stiffeners and Spacing $3\frac{1}{2} \times 3 \times 30$			If Plated, state thickness	—	—
Plating, thickness of $3\frac{1}{2} \times 3 \times 30$			<b>Fourth Deck.</b>		
			Stringer Plate, breadth and thickness	—	—
			If Plated, state thickness	—	—
<b>STRINGERS AND DECKS.</b>			<b>Poop Deck.</b>		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness	—	—
Stringer Plate, breadth and thickness in Wells $57 \times 30$			Plating, Sheathing, material and thickness	—	—
" " " " in way of Bridge	—	—	<b>Bridge Deck.</b>		
" Angle in Wells $3 \ 3 \ 30$			Stringer Plate, breadth and thickness	—	—
Thickness of Plating abreast Deck openings in way of Wells $30 \times 28$			Plating, Sheathing, material and thickness	—	—
Thickness of Plating abreast Deck openings in way of Bridge	—	—	<b>Forecastle Deck.</b>		
Thickness of Plating within line of openings $26$			Stringer Plate, breadth and thickness	—	—
If Sheathed, material and thickness	—	—	Plating, Sheathing, material and thickness	—	—
<b>Second Deck.</b>					
Stringer Plate, breadth and thickness in Wells	—	—			

## SHELL PLATING.

SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL.				EDGES.		BUTTS.		
	AMIDSHIPS.		FORWARD.	AFT.	State if jogged?	RIVETS.	NO. OF ROWS OF RIVETS.	RIVETS.	
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing cr. to cr.
Flat Plate Keel	37	42	40	38	double	$\frac{3}{4}$ 3	3:2	$\frac{3}{4}$	2 7/8
" Dblg. (if any)	—	—	—	—	—	—	—	—	—
Bottom Plating, No. of Strakes 2	—	32	30	32	single	$\frac{5}{8}$ 2 1/2	2	$\frac{5}{8}$	2 1/2
Bilge Plating, No. of Strakes 2	—	32	28	28	"	"	2	"	"
Side Plating, No. of Strakes 1	—	34	30	30	"	"	2	"	"
Upper Deck, Sheer-strake in Wells	42	34	30	30	"	"	2	"	strapped
Upper Deck, Sheer-strake in Bridge	—	—	—	—	—	—	—	—	—
Strake below Sheer-strake in Wells	—	—	—	—	—	—	—	—	—
Strake below Sheer-strake in Bridge	—	—	—	—	—	—	—	—	—
Poop Side Plating	—	—	—	—	—	—	—	—	—
Bridge Side Plating	—	—	—	—	—	—	—	—	—
Forecastle Side Plating	—	—	—	—	—	—	—	—	—

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	Four
Extending to Upper Deck (Sec. 3 c)	Four
" Deck next below	✓
As per Rule	Three

## FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	—	—	—	—
STEM	—	$6 \times 1\frac{1}{2}$	—	—
STERN FRAME { Propeller Post	—	$5\frac{1}{2} \times 2\frac{1}{2}$	—	—
{ Rudder	—	$5\frac{1}{2} \times 2\frac{1}{2}$	—	—
Speed of Vessel	not exceeding 12 knots			
RUDDER—Type	double plate stream-line			
" A x D	$16 \times 11 \times 2 \times 23$ 93.6			
" Diam. of head	Roller 5 1/2 diam			
" Mainpiece at top pintle	Steel 5 1/2			
" heel	Iron 1 3/8			
" how constructed	Webbed plates 23 M.S. steel plates across 1/2 inch			
" double or single plates	30			
" coupling, vertical or horizontal	none			

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks	do 25	36	26	5 1/2 x 3 1/2	28
" " Second	do 44	36	27	4 x 2 1/2	30
" " Third	—	—	—	—	—
" " Holds	—	—	—	—	—
COLLISION	do 55 (in Hold)	34	30	4 x 3 1/2	24
AFTER PEAK	do 57	30	50	4 x 2 1/2	30

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
	Appleby - Frickingham & Co. Darnley, Long.
	Has the Steel been tested as required by the Rules? yes

EQUIPMENT No. 4200										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.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.																
55490	1st Bower		6	2	18	STAINLESS	8	17	2	0	6½	Dull type (C.S.D.)	✓	CROLEY HEATH	26/10/43	V.V. NORMAN													
55492	2nd "		6	0	22	"	8	10	0	0	6	"	✓	"		"													
	3rd "																												
	Collective weight		12	3	12						12½																		
	Stream		✓	✓	✓																								

  

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.		
			Status.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.	Length.					Ins.	Length.		Ins.	Length.	Ins.
2051	90/6	1	18	27	50	0	23	46	90	1	Steel	✓	NETHERTON	12/9/42	J.A.R.E.	FOWLINE	✓		
														HAWSERS & WARPS	60	6		60	6
															60	4½		60	4½

  

Steering Gear, Type (Power or hand) Steam Alternative Means of Steering Relieving Tackle

Steering Chains (Size and Test) 1¼" : 9½ tons Windlass Steam Boats 2-17-0 19ingly (wood)

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

Cargo Hatchways.—(Upper Deck) Steel plates @ angles Thickness of Hatches 2½"

Size of Hatchways No. 1 (Fwd) 2-6x2-6x1-6 No. 2 5-6x5-6 No. 3 x6" No. 4 No. 5 No. 6

Number of Shifting Beams and/or Fore and Afters ✓

Builder's Signature E. S. WATSON (GAINSBOROUGH) LTD  
M. S. Watson  
Managing Director

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**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 dated 29/7, 20/9, 30/9, 1/10, 18/10, 29/10, 8/11, and 14/12/40, 18/3 and 24/4/41, Contract Specification and in conformity with the Rules for the class contemplated. Copy of specification is forwarded with this report.

The materials and workmanship employed during the construction are of good quality.

The D.I.B. and fore and after peak tanks tested in accordance with the Rules.

The vessel is a sister vessel of the "EMPIRE MEADOW" (Built 12pts. No 51716)

Forging reports of strong frames, rudder & tiller are attached.

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The amount of Entry Fee..... £ 2 : 0 : 0 Fees applied for, 27 JAN 1943

Special Survey Fee..... £ 40 : 0 : 0 Received by me, \_\_\_\_\_

Travelling Expenses, if any ..... £ 2 : 17 : 5

I am of opinion the Vessel should be Classed A 100A1

Signature L. J. Palmer Surveyor to Lloyd's Register of Shipping.

State whether the Vessel has been built under Special Survey yes

Certificate to be sent to Hull Date of issue 9/4/43

Committee's Minute FRI, 2 APR 1943

Character assigned +100A1

In Towing Services

Lloyd's Reg.

M. S. Watson

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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.)

PARTICULARS OF ELECTRIC WELDING (if employed)

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

for Towing Service.

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

1st Bower 4-0-6 AEG: 7183: 3/9/42.  
2nd " 3-3-5 " : 7181: "  
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. 3 Signal Letters ☒ Extreme Breadth over Belting 26'8" Over-all Length 113'4"  
(Circ. 1611) (Circ. 1703)

No. and Material of Decks 1. Db (Stl)

Parts of Bottom of Vessel coated with cement or approved composition cement to lower turn of bridge

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.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	19	21	Fore peak tank,	8.5	18
Double bottom, under Engines and Boilers,			After peak tank,	10.0	23
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	3.5	6
Double bottom, forward,			Other tanks, if fitted,		
Total length (if continuous) and Capacity			(If necessary furnish further information by sketch.)		

Order for Special Survey No.

Date

Dates of Surveys held while building

13/1, 11/3, 26/3, 1/4, 1/5, 8/5, 1/6, 20/7, 2/9, 14/9, 22/10, 26/10, 10/11, 24/11, 16/12/42.  
20/1/43

Total No. of Visits 16