

Rpt. 1

STEEL STEAMER OR MOTORSHIP

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*

Received at London Office 5 JUN 1946

Date of completion of report 20th May 1946

Port of *Glasgow*

No. *70705*

Survey held at *Glasgow*

Date First Survey *2.5.1945*

Last Survey *10th May 1946*

On the (State if Machinery fitted with and if Single, Twin or Triple Screw) *Steel Single Sc. "EMPIRE" "TEDMUIR"*

Oil Tanker (Machinery aft)

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

Special type (Restricted draft)

State Type of Erections *Raised Quarter Deck*

TONNAGE under Tonnage Deck ... *581.43*

CLASS *Carrying petroleum in bulk*

Built at *Panthouse 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) *190.0*

Launched *5th Feb. 1946*

Yard No. *1313 P*

Total *581.43*

Breadth (greatest moulded) *B 32.0*

Builders *A. & J. Inglis Ltd.*

Gross Tonnage *891.33*

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 14.75*

Owners *The Ministry of Transport*

Register Tonnage *380.94*

1st Longitudinal Number (L x D) *2803*

Managers *The Anglo Saxon Petroleum Co. Ltd.*

REGISTERED DIMENSIONS.

FEET

Length *193.0*

Breadth *32.0*

Depth *14.55*

Framing Depth "d," at middle of length. See Sec. 3 (1d) *12.88*

Proportions—Depth to Length—Uppermost continuous deck to top of keel *12.88*

Do. Long Bridge to top of keel *13.08*

Draught Moulded

Residence

Port of Registry *Glasgow*

If surveyed while building, afloat, or in dry dock

Building and Afloat

FRAMES, DOUBLE BOTTOM AND BEAMS.

Longitudinal Framing as per page 5

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

✓

from 1/2 length amidships to Collision bulkhead

22 1/2

✓

in peaks

22

✓

SIDE FRAMING.

Frame Amidships, Angle, *E or F*

7

3

33

✓

Extends up to

upper Dk

✓

Reversed Frame Amidships, Angle

Extends up to

Depth of Framing Girder

Frames in Uppermost Continuous 'tween Decks, Angle, *E or F*

Second 'tween Decks, Angle, *E or F*

Third

from 1/2 len. for'd. to 1/2 len. from Stem

7

3

33

BA ✓

in Peaks, Angle or *E*

5

3

35

✓

Diameter and Spacing of Rivets through Frame and Shell Plating amidships

3/4

@

4 1/2

✓

State if Frame Joggled

Yes

Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?

As appd.

✓

Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?

As appd.

✓

SINGLE BOTTOM. in Engine space

Floors, Depth and thickness at mid-line in Hold

Height of Brackets at side above base line at toe of frame

Middle Line Keelson, on Floors, Angles, *E or F*

Through Plate or Inter-costal Plate

Foundation Plate on Floors

Flat Plate Keel Angles

Side Keelsons, No. each side

thickness of Inter-costal Plate

Angles

DOUBLE BOTTOM. in Boiler space

Solid Floors, thickness and spacing

Are Frame and Reversed Frame joggled?

Bracket Floors, breadth and thickness at middle line

breadth and thickness at margin plate

Bracket Floors, Frame

Reversed Frame

Vertical Struts

Centre Girder, depth and thickness amidships

30

x

48

top Angles

double

3

3

44

bottom Angles

double

3 1/2

3 1/2

38

Side Girders, No. each side and thickness

One

x

38

Margin Plate depth (excl. of flange) and thickness

Vertical Angle to Tank side

Bracket abaft 1/4 len. from stem

Vertical Angle to Tank side

Bracket from forward 1/4 len. from stem to Panting Area

Gussets, spacing and scantling abaft 1/4 len. from stem

Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area

Tank Side Brackets, height above base line measured up at toe of Frame and thickness

19

x

30

INNER BOTTOM PLATING. in Boiler space

Breadth and thickness of Middle Line Strake

14 1/2

x

46

Thickness of remainder in Hold

46

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

BEAMS.

Uppermost Continuous Deck, amidships in Wells, Angle, *E or F*

Raised Quarter Dk

in way of Bridge, Angle, *E or F*

Spacing

Raised Upper Deck Forward

Second Deck, amidships, Angle, *E or F*

Spacing

Third Deck, amidships, Angle, *E or F*

Spacing

Fourth Deck, amidships, Angle, *E or F*

Spacing

Poop Deck, Angle, *E or F*

Spacing

Bridge Deck, Angle, *E or F*

Spacing

Forecastle Deck, Angle, *E or F*

Spacing

(MADE IN ENGLAND.)

015188-015197-0279 1/3

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	<i>Centre line</i>			Stringer Plate, breadth and thickness in way of Bridge			
„ in 'tween Decks, Size and Spacing	<i>Bulkhead in Cargo Tanks,</i>			Thickness of Plating abreast Deck openings in way of Wells			
„ „ „ „ „	<i>0.5 Bulkheads.</i>			Thickness of Plating abreast Deck openings in way of Bridge			
„ in Holds „ „ „	<i>Cofferdams & Pump Room ✓</i>			Thickness of Plating within line of openings...			
„ „ „ „ „				If Sheathed, material and thickness.....			
Centre Line Bulkhead, in Cargo Tanks	<i>9 3½ - 45 ✓</i>			Third Deck.			
Stiffeners and Spacing	<i>Every 12 ft. ✓</i>			Stringer Plate, breadth and thickness.....			
Plating, thickness of	<i>.30 & .36 ✓</i>			If Plated, state thickness			
STRINGERS AND DECKS.				Fourth Deck.			
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness.....			
Stringer Plate, breadth and thickness in Wells	<i>53 x 40 ✓</i>			If Plated, state thickness.....			
„ „ „ „ in way of Bridge	<i>35 - 30 ✓</i>			Poop Deck.			
„ „ „ „ „				Stringer Plate, breadth and thickness.....		.25	✓
„ Angle in Wells	<i>5 5 40 ✓</i>			Plating, Sheathing, material and thickness25	✓
Thickness of Plating abreast Deck openings in way of Wells	<i>.35 ✓</i>			Bridge Deck. <i>Trunk Top ✓</i>		<i>2½ Oregon Pine ✓</i>	
Thickness of Plating abreast Deck openings in way of Bridge	<i>.35 - 30 ✓</i>			Stringer Plate, breadth and thickness.....		.35	✓
Thickness of Plating within line of openings... (in way of poops)	<i>.35 - 30 ✓</i>			Plating, Sheathing, material and thickness40	✓
If Sheathed, material and thickness.....	<i>Compo in cross spaces ✓</i>			Forecastle Deck.			
Second Deck.				Stringer Plate, breadth and thickness.....		.30	✓
Stringer Plate, breadth and thickness in Wells				Plating, Sheathing, material and thickness...		.30	✓

SHELL PLATING.

[illegible]

WATERTIGHT BULKHEADS.

207.
Total No. of W.T. BULKHEADS in Vessel—
Raised or Trunk Tops 10 ✓
Extending to Upper Deck (Sec. 3 c)
~~Deck next below~~
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				
STERN FRAME	{ Propeller Post { Rudder	{ fabricated as per approved plan {	6x1 1/2 68x4 68x4 12 Knots	Colville Constructional Co. Ltd. ✓
Speed of Vessel				
RUDDER—Type		Ordinary		✓
" A x D		103.5		
" Diam. of head		Forging 58		Walsingham Steel Co. Ltd.
" Mainpiece at top pintle		hudda		Colville
" " heel		blade forms main piece		Constructional Co. Ltd.
" how constructed		Fabricated as per approved plan		✓
" double or single plate		Double 3/8		✓
" coupling, vertical or horizontal		Horizontal		✓

STIFFENERS.

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks						
"	"	Second				
"	"	Third				
"	"	Holds				
COLLISION		(in Hold)				
AFTER PEAK						

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)

Colville's Ltd.

Has the Steel been tested as required by the Rules?

Lloyd's Register
Foundation

"EMPIRE TENDR" PARTICULARS OF LONGITUDINAL FRAMING.

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. Inches.	Rivets in Brackets to Bulkheads.		
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam. Ins.	Speng. Ins.		Number.	Diameter. Inches.	
ning of L E														
mes in Bridge 'tween Decks ...														
mes from Uppermost Continuous Deck														
line Bulkhead No. 1		10	3 1/2	42	9	3 1/2	44	in N°1 Tank	3 1/4	3 3/8	in N°1 Tank	12	3/8 to 1/2	
P25 " 2														
P25 " 3														
P25 " 4														
" 5														
" 6														
" 7														
" 8														
" 9														
" 10														
" 11														
" 12														
" 13														
" 14														
" 15														
" 16														
Spacing of Longitudinal Frames	Amidships	2-6			2-6									
	At Ends													
le Tank Top Longitudinals														
ms Bottom														
or														
g of Longitudinals	Amidships													
	At ends...													
Transverses.														
Side (in 'tween Decks)	Depth and Thickness													
	Face Angles													
	Lugs to Shell*													
Side (in Hold)	Depth and Thickness													
	Face Angles													
	Lugs to Shell*													
Bottom	Depth and Thickness	30		40	30		40							
	Face Angles	6		6	6		6							
	Lugs to Shell*	6	6	36	6	6	36							
	Back Bars													
	Brackets	40 flange 4"			40 flange 4"									
Spacing of Transverse Frames...		9-1/2 & 7-6			9-1/2 & 7-6									
* State if joggled or liners.		Joggled			28" in N°1 Tank									
Longitudinal Beams of L E	Trunk Top Bridge Deck	7	3	36	7	3	36	Spacing.	30"		Plate.	11-35	Face Angles.	4"
	Upper Deck								30"		18-40	6"		
	Second "													
	Third "													
Transverse Beams.														
Any departure from Approved Plans to be Noted.														

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, &c., to be entered in their respective places provided for on the Report Forms.

NOTE.—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, &c., on the first page.

EQUIPMENT No. 9868				LETTER L				ANCHORS.			
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			Where and when tested, and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	
49056	1st Bower	21	1	24	5	0	0	22	0	0	SUNDERLAND 18-2-46 DONEY
49057	2nd "	21	1	21	"	"	"	22	0	0	" " " "
49072	3rd "	18	0	7	"	"	"	19	2	0	" " " 20-2-46 "
	Collective weight	60	3	24							
61538	Stream	5	2	23	1	1	20	8	0	2	CRADLEY H. 14-1-46 NORMAN

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.	Stations.	Break-ing.	Supplied.	Per Rule.			Length.	Diam.					Length.	Cir.		Length.	Cir.
5161	210	1 3/4	51	34	214.2.0	203			210	1 3/4	STUD LINK F.W. FORGED STEEL	NORTH BRITISH E. WELDING CO. LTD GLASGOW 61245 WAGAT		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
Iron Stream chain or Steel Wire	60	3/4							60	3/4									

Steering Gear, Type (Power or hand) *Power* *Electric Hydraulic* Alternative Means of Steering *Electric capstan on poop*

Steering Chains (Size and Test) *None* Windlass *Electric by T. Reid* Boats *2. 20 ft. Capstans*

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

Cargo Hatchways (Upper Deck) *Raised & Trunk Top* *Bull-angle Coamings* Thickness of Hatches *Steel Hinged Covers*

Size of Hatchways No. 1 (Fwd.) *3-9-5-0* No. 2 *2-0-2-0* No. 3 *1-11-1-3* No. 4 *1-11-1-3* No. 5 No. 6

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

Builder's Signature *A. & J. INCLIS LIMITED*
W. S. Milne
Director

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. *—*

(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).

This ship has been built in conformity with the Scottish Rules & Regulations & the Secretary's Letter. The scantlings & arrangements are in accordance with, or equivalent to, those shown in the approved plans. The materials and workmanship are good.

The Cargo oil tanks, Oil Fuel Bunkers, Forward Cofferdam, After Cofferdam, Fore Peak Tank, After Peak Tank, Forward Deep Tank, and Double Bottom Tank in boiler room were tested as required by the Rules and found satisfactory.

Freeboard verified and marks cut in.

Steering gear and Windlass tried under working conditions and found satisfactory.

Oil fuel is carried in Oil Fuel Bunkers at fore end of boiler space. Flash point above 150°F. Section 20 of the Rules complied with where applicable.

The amount of Entry Fee *£ 4 : 0 : 0* Fees applied for, *4 JUN 1946*

Special Survey Fee *£ 133 : 13 : 0* Received by me, *19*

Supervision of Specification *33 9 3*

Travelling Expenses, if any *£ 8 : 0 : 0*

Freeboard

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

Certificate to be sent to *GLASGOW* Date of issue *4 JUN 1946*

Committee's Minute *GLASGOW*

Character assigned *1-100 A1 5.46*

High freeboard

Carrying Petroleum in Bulk

Longitudinal Framing at Bottom & at Head

*Lmc * 5.46*

200 180 lb.

Lloyd's Register Foundation

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 similar to the EMPIRE TEDPORT (A.S. Reg. No. 1312 P) Glo Rpt No. 70526

Midship Section as built forwarded in advance. ✓

The approved plan of Fabricated Rudder & Stemframe were forwarded to London with the F.E. Report of the EMPIRE TEDSHIP (A.S. Reg. No. 1311 P) Glo Rpt No. 70418 and the remainder of the plans with the F.E. Report of the EMPIRE BELGRAVE Glo Rpt No. 69690. ✓

Forging Reports enclosed:— Rudder Head. Tiller.
Fabricated Structure Reports enclosed:— Stemframe. Rudder.

PARTICULARS OF ELECTRIC WELDING (if employed) Shell rubbing bars; Bulge keels; Trunk Top to Trunk Side; Bulbs of Trunk Top and Trunk Side Plating; Seams of Tank Top plating in Boiler room; Revised Quarter Deck to Shell at after end; Stemframe; Rudder and other minor details. ✓

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. Longitudinal framing at bottom and at deck; Oil Engine; Lloyds A.C.P.; Machinery aft; Cruiser Stern; Wireless. ✓

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	14. 0. 17 ✓	A.E.G.	7673	13. 7. 45
	2nd "	14. 0. 19 ✓	A.E.G.	7695	20. 7. 45
	3rd "	10. 3. 17 ✓	J.H.J.	7082	31. 7. 45

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 58.4 ft., R.Q.D. 58.4 ft., TRUNK 92.0 ft., Forecastle 22.0 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated. RAISED UPPER DECK FOR 38.1 FT. ✓

Official No. 169471 Signal Letters STEEL Extreme Breadth over Belting 32-4 Over-all Length 201-4 1/2 ✓
(Circ. 1611) (Circ. 1703)

No. and Material of Decks One deck (Steel) ✓

Parts of Bottom of Vessel coated with cement or approved composition Fore peak, aft peak, Deep Tank, Double bottom tank in boiler space, Engine room bilges and Pump Room ✓

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,		31 S.W.
Double bottom, under Engines and Boilers,			After peak tank,		50 S.W.
Double bottom, if under Engines only,	11-3 ✓		Deep tank, aft, FORWARD COFFERDAM	3.0	37 S.W.
Double bottom, if under Boilers only,	9.4	11 1/2 F.W.	Deep tank, forward,	20.62	47 F.W.
Double bottom, forward,		11.8 S.W.	Other tanks, if fitted, AFTER COFFERDAM	3.0	43 S.W.
Total length (if continuous) and Capacity.			(If necessary furnish further information by sketch.)		

Order for Special Survey No. 6761

Date 9.3.45

Dates of Surveys held while building

1945 May 2, Jul 9, 26 Aug 9, 20, 28, 30 Sep 5, 7, 13, 24, 26 Oct 2, 15, 23, 24, 29, 31 Nov 6, 12 Dec 6, 7, 10, 14, 17, 19, 21, 27, 29, 1946 Jan 7, 10, 11, 12, 15, 16, 22, 24, 28 Feb 1, 5, 11, Mar 11, 13, 24, 22, 27, 28, 4, 15, 19, 24, 25 May 6, 7, 10

Total No. of Visits 56



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