

(MADE IN ENGLAND.)

V1181-0137  $\frac{1}{2}$

3-30  
3-30  
20



PILLARS AND DECKS.			
	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.
PILLARS, No. of Rows			
in 'tween Decks, Size and Spacing	2 1/2 DIA		
in Holds			
Centre Line Bulkhead.			
Stiffeners and Spacing			
Plating, thickness of			
STRINGERS AND DECKS.			
Uppermost Continuous Deck.			
Stringer Plate, breadth and thickness in Wells	32 x 40		
in way of Bridge			
Angle in Wells	3 1/2 3 1/2 40		
Thickness of Plating abreast Deck openings in way of Wells	34		
Thickness of Plating abreast Deck openings in way of Bridge			
Thickness of Plating within line of openings	30		
If Sheathed, material and thickness	30mm Steel Deck		
Second Deck.			
Stringer Plate, breadth and thickness in Wells			

SCANTLINGS.				RIVETING.			
STRAKES.	AS IN VESSEL.		ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.	
	AMIDSHIPS.	FORWARD.		SINGLE OR DOUBLE.	RIVETS.	RIVETS.	STRAFFED OR LAPPED.
Flat Plate Keel	4 1/2	40	40	38	2 ROWS	3/4	2 ROWS
Bilge Plating, No. of Strakes	56	38	38	34	1	"	2
Side Plating, No. of Strakes	56	38	38	34	1	"	2
Upper Deck, Sheer-strake in Wells	59	50	50	34	2	"	2
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.				FORGINGS AND CASTINGS.			
Total No. of W.T. BULKHEADS in Vessel—				Casting or Forging.			
Extending to Upper Deck (Sec. 3 c)				Scantlings.			
Deck next below				Maker's Name.			
As per Rule				Any Departure from Approved Plans to be Noted.			
STIFFENERS.				KEEL, Bar			
MIDSHIP BULKHEAD, Upper 'tween decks				STEM			
Second				STERN FRAME			
Third				Speed of Vessel			
Holds				RUDDER—Type			
COLLISION				A x D			
AFTER PEAK				Diam. of head			
				Mainpiece at top pindle			
				heel			
				how constructed			
				double or single plate			
				coupling, vertical or horizontal			
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?				Yes			

EQUIPMENT No.				LETTER				ANCHORS.			
Number of Certificate.	Weight, R. Stock.	Weight of Stock.	Test, per Certificate.	Weight Required by Table 55.	Description of Anchor.	Makers.	Where and when tested, and Superintendent.				
55983	9 1/2	11 6 3 14	10 17 2 0	9 1/2	HALLS TYPE	Staculiers	None and 4mm (Sunderland) 6-4-43 W. Norman				
55984	8 3 4	None	10 17 2 0	8 1/2	"	"	"				
55988	18 0 6	100	6 0 3 21	17 1/2	ORDINARY FORGED HEAVY	11mm ANCHOR	None and 4mm (Sunderland) 6-4-43 W. Norman				

CHAIN CABLES.				HAWSERS AND WARPS.			
Number of Certificate.	Length and size supplied.	Test per Certificate.	Weight of Chain Cable.	Length and size supplied.	Description.	Makers of Cables.	Where and when tested, and Superintendent.
66788	150 1/2	25 1/2	38 108-2-18	135 1/2	STEEL	SHINGLEY & SON, RADDLEY HEATH	7-4-43 W. NORMAN

Steering Gear, Type (Power <sup>AND</sup> ~~or~~ hand) *BY DOWNIN & CO LTD NEWCASTLE-ON-TYNE* Alternative Means of Steering *Block & Tackle*

Steering Chains (Size and Test) *1" DIA 12 TONS TEST* Windlass *HORIZONTAL STEAM BY CLARKE CHAPMAN & CO.* Boats *2 WOOD LINEBOATS*

Ceiling in Holds, thickness and material *STEEL PLATES AND ANGLES* Cargo Batten, thickness, material and spacing *STEEL COVERS 50 THICK*

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 *6.F. Briggs*

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 *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. A fuel tank has been assigned and marked out in on each side and reinforced. The peak tank, fresh water tanks and oil fuel bunker and settling tanks have been tested to hull requirements and found satisfactory. Flash point of oil fuel about 150°F. Deck and casing, steering gear and its connections, and windlass have been tested and found satisfactory. Oil fuel bunker is situated between engine and boiler spaces at sides of boiler space and also forward of boiler room bulkhead. A N.T. flat and center division have been fitted in after peak tank as required by Ministry of War Transport.*

The amount of Entry Fee *£ 3-0-0* Fees applied for, *21 MAY 1943*

FREEBOARD FEE *£ 6-0-0*

Special Survey Fee *£ 47-18-0*

Fee for Supervision or Specification *£ 11-19-6*

Travelling Expenses, if any *£ 6-2-5*

Received by me, *19*

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

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

Certificate sent to *Hull* Date of issue *4/6/43*

Committee's Minute *Timeport*

Character assigned *+ 100A1*

*Fitted for oil fuel 5-43 F.P. about 150°F*

*Wrote S.O. 100A1*

*Wrote S.O. 100A1*

W1181-01372



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 Tug "EMPIRE HARRY" Hull. F.E. Report No. 51965.

PARTICULARS OF ELECTRIC WELDING (if employed)

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

100% FOR TOWING SERVICE.

		ANCHOR NO.	HEIGHT.	SURVEYOR	NO. OF CERTIFICATE	DATE.
Particulars of Drop Test of Cast Steel Anchors, viz. :— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	55983	5'-2-15	A.E.G.	8048 SUNDERSLAND	1-2-43.
	2nd "	55984	5'-0-13	A.E.G.	7780 "	17-12-42.
	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. 169085 Signal Letters Extreme Breadth over Belting 30.5 Over-all Length 143.1

No. and Material of Decks 10% STEEL

Parts of Bottom of Vessel coated with cement or approved composition CEMENT CLEAR OF OIL FUEL BURNERS.

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,			Fore peak tank,	7.3	19.83
Double bottom, under Engines and Boilers,			After peak tank, 8'-4" x 8'-6" COFFERDAM	16.83	28.24
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,		
Total length (if continuous) and Capacity			(If necessary furnish further information by sketch.)		

Order for Special Survey No. 3305

Date 24. 11. 41.

Dates of Surveys held while building

1942. Feb. 6. Mar. 5. Apr. 17. May 15. 20. 28. June 1. 5. 11. 16. 22. 29. July 2. 8. 14. 17. 20. 23. Aug. 14. 19. 24. 31. Sept. 3. 8. 9. 10. 18. 21. 28. Oct. 2. 5. 8. 12. 14. 16. 19. 22. 24. 30. Nov. 2. 6. 9. 12. 16. 20. 23. 24. 30. Dec. 5. 8. 12. 14. 19. 22. 29. 30. May 3. 6. 10. 12. 13.

Lloyd's Register Foundation