

STEEL STEAMER or MOTORSHIP.

11 DEC 1941

Received at London Office...

State if Report has been sent on the Freeboard of the Vessel

State if Report is sent on the Machinery of the Vessel

Date of completion of report

29th November 1941

Port of

Glasgow

Survey held at

Glasgow

Date First Survey

29th July 1940

Last Survey

24th Nov 1941

On the (State if Machinery Afted Aft and if Single, Twin or Triple Screw)

Single Screw

EMPIRE PICT (Machinery aft)

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

Full Scantling

State Type of Erections

Poop, Bridge & Fore

TONNAGE under Tonnage Deck

7211.75

CLASS +100 A-1

Carrying Petroleum in Bulk condition of Class

No

Built at

Scotslow - 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)

L 460.0

Launched

11th September 1941

Yard No. 64

Total

7211.75

Breadth (greatest moulded)

B 61.0

Builders

Blythswood Shipbuilding Co Ltd

Gross Tonnage

8133.71

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

D 33.25

Owners

His Majesty represented by the Minister of War Transport

Register Tonnage

4761.18

1st Longitudinal Number (L x D)

= 15295

Managers

The British Liners Co Ltd

(Where necessary to be entered in Reg. Book)

P.O. Box 6, New Zealand.

Residence Avenue, Walter-on-Thames Surrey

REGISTERED DIMENSIONS.

FEET.

Length

463.2

Breadth

61.2

Depth

33.0

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

✓

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

13.83

Do. Long Bridge to top of keel

Draught Moulded

26' 10 1/2"

Port of Registry

Glasgow

If surveyed while building, afloat, or in dry dock

Building and afloat

Longitudinal Framing as per Page 5

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	31	✓	Bracket Floors, Frame	✓	
" " from 1/2 length amidships to Collision bulkhead	3 2 26	✓	" " Reversed Frame	✓	
" " in peaks	24	✓	" " Vertical Struts	✓	
SIDE FRAMING, in Wing Tanks	10 3 1/2 7/16	✓	Centre Girder, depth and thickness amidships	48 .54	✓
Frame Amidships, Angle, E or F			" " top Angles	4 4 .50	✓
" " Extends up to from bilge to upper Dk		✓	" " bottom Angles	6 6 .50	✓
Reversed Frame Amidships, Angle	28 x .42	✓	Side Girders, No. each side and thickness	3 as per app'd plan	✓
" " Ranged 5"		✓	Margin Plate depth (excl. of flange) and thickness	.52	✓
" " Extends up to	32 x .44	✓	" " Vertical Angle to Tank side	6 6 .50	✓
" " Ranged 5"		✓	" " Bracket abaft 1/2 len. from stem	✓	
Depth of Framing Girder	10 3 1/2 7/16 to 2nd Deck	✓	" " Vertical Angle to Tank side	✓	
Frames in Uppermost Continuous Deck, Angle, E or F	With web frames and side stringers as per approved plans	✓	" " Bracket from forward 1/2 len. from stem to Panting Area	✓	
" " Second between Decks, Angle, E or F			" " Gussets, spacing and scantling abaft 1/2 len. from stem	✓	
" " Third			" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	✓	
" " In Deep Tank forward	BA	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	33 .45	✓
" " from 1/2 len. forward to 1/2 len. from stem	12 3 1/2 .45	✓	INNER BOTTOM PLATING.		
" " in Peaks, Angle or F	8 3 1/2 7/16	✓	Breadth and thickness of Middle Line Strake	107 .52	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/8 @ 4 1/2	✓	Thickness of remainder in Holds Eng. Space	.52	✓
State if Frame Joggled	Yes	✓	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?	✓	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	as approved	✓	BEAMS.		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	as approved	✓	Uppermost Continuous Deck, amidships	Long! beams as per page 5	✓
SINGLE BOTTOM, in Deep Tank Forward			" " in way of Bridge, Angle, E or F	9 3 1/2 7/16 9 x 3 1/2 x 7/16	✓
Floors, Depth and thickness at mid-line in Holds	48 .58	✓	" " Spacing	2 as app'd Every frame	✓
Height of Brackets at side above base line at toe of frame	84 .40	✓	Second Deck, amidships, Angle, E or F	8 3 1/2 7/16	✓
Middle Line Keelson, on Floors, Angles, E or F	Centre line Bld	✓	Spacing	Every frame	✓
" " Through Plate or Intercoastal Plate	.41 - .32	✓	Deep Tank flat forward	8 3 1/2 7/16	✓
" " Foundation Plate on Floors	10 x 3 1/2 x 50BA	✓	Third Deck, amidships, Angle, E or F	8 3 1/2 7/16	✓
" " Flat Plate Keel Angles	at every frame	✓	Spacing	Every frame	✓
Side Keelsons, No. each side	4 4 .50	✓	Fourth Deck, amidships, Angle, E or F	✓	
" " thickness of Intercoastal Plate	6 3 1/2 .50	✓	Spacing	✓	
" " Angles	6 6 .50	✓	Poop Deck, Angle, E or F	8 3 1/2 7/16	✓
DOUBLE BOTTOM, in Engine Space only			2 as app'd		
Solid Floors, thickness and spacing	.50 Every fr.	✓	Spacing	Every frame	✓
" " Are Frame and Reversed Frame joggled?	Yes	✓	Bridge Deck, Angle, E or F	Long! beams as per page 5	✓
Bracket Floors, breadth and thickness at middle line	✓		Spacing	✓	
" " breadth and thickness at margin plate	✓		Forecastle Deck, Angle, E or F	8 3 1/2 .35	✓
			Spacing	2 3 1/2 .38	✓

W120-0070-4

PARTICULARS OF LONGITUDINAL FRAMING.

PAGE 5

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.					
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			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.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Spang.	Inches.	Number.	Diameter.	
Framing of \angle , L or C																			
Frames in Bridge 'tween Decks ...		7	BA	$\frac{3}{8}$	Transverse Framing in Peep & Fdb			7	BA	$\frac{3}{8}$	Transverse Framing in Peep & Fdb			$\frac{3}{4}$	$4\frac{1}{2}$	$4\frac{1}{2}$	7	$\frac{7}{8}$	
Frames from Uppermost Continuous Deck Centre Girder No. 1		17	$4 \times 4 \times$	$\frac{58}{68}$	17	$4 \times 4 \times$	$\frac{58}{68}$	17	$4 \times 4 \times$	$\frac{58}{68}$	17	$4 \times 4 \times$	$\frac{58}{68}$	$\frac{7}{8}$	$5\frac{1}{4}$	BRQ $3\frac{1}{2}$	16 & 18	$\frac{7}{8}$	
" 2			DO			DO			DO			DO		"	"	"	"	"	
" 3			DO			DO			DO			DO		"	"	"	"	"	
" 4		Longitudinal O.T. Bulkhead																	
" 5		17	$4 \times 4 \times$	$\frac{58}{68}$	17	$4 \times 4 \times$	$\frac{58}{68}$	17	$4 \times 4 \times$	$\frac{58}{68}$	17	$4 \times 4 \times$	$\frac{58}{68}$						
" 6			DO			DO			DO			DO							
" 7		12	BA	$\frac{3}{2}$	12	BA	$\frac{3}{2}$	12	BA	$\frac{3}{2}$	12	BA	$\frac{3}{2}$						
" 8																			
" 9																			
" 10																			
" 11																			
" 12																			
" 13																			
" 14																			
" 15																			
" 16																			
Spacing of Longitudinal Frames		Amidships			At Ends			Amidships			At Ends								
		36			36			36			36								
Double Bottoms		Double bottom only in Engine space																	
L, L or C		faced transversely																	
Spacing of Longitudinals		At Ends...																	
Transverses.																			
In Bridge		15		38				15		38									
Face Angles		3	3	$\frac{3}{8}$				3	3	$\frac{3}{8}$									
Lugs to Shell*		$3\frac{1}{2}$	$3\frac{1}{2}$	$\frac{8}{8}$				$3\frac{1}{2}$	$3\frac{1}{2}$	$\frac{8}{8}$				$3\frac{1}{2}$	$3\frac{1}{2}$				
Bottom		37		44	37		44	37		44	37		44						
In Upper 'tween Decks		8	$3\frac{1}{2}$	$\frac{7}{16}$	8	$3\frac{1}{2}$	$\frac{7}{16}$	8	$3\frac{1}{2}$	$\frac{7}{16}$	8	$3\frac{1}{2}$	$\frac{7}{16}$						
Face Angles		6	6	$\frac{1}{2}$	6	6	$\frac{1}{2}$	6	6	$\frac{1}{2}$	6	6	$\frac{1}{2}$						
Lugs to Shell*		$40\frac{1}{2}$		44	$40\frac{1}{2}$		44	$40\frac{1}{2}$		44	$40\frac{1}{2}$		44						
Bottom		6	6	$\frac{5}{8}$	6	6	$\frac{5}{8}$	6	6	$\frac{5}{8}$	6	6	$\frac{5}{8}$						
Face Angles		6	6	$\frac{1}{2}$	6	6	$\frac{1}{2}$	6	6	$\frac{1}{2}$	6	6	$\frac{1}{2}$						
Lugs to Shell*		$3\frac{1}{2}$	$3\frac{1}{2}$	$\frac{7}{16}$	$3\frac{1}{2}$	$3\frac{1}{2}$	$\frac{7}{16}$	$3\frac{1}{2}$	$3\frac{1}{2}$	$\frac{7}{16}$	$3\frac{1}{2}$	$3\frac{1}{2}$	$\frac{7}{16}$						
" " Back Bars																			
Brackets																			
Spacing of Transverse Frames		State if joggled or liners.																	
		X Shell Plange cut at Handing																	
Longitudinal Beams of \angle , L or Σ		5	3	$\frac{3}{8}$	5	3	$\frac{3}{8}$	5	3	$\frac{3}{8}$	5	3	$\frac{3}{8}$						
Bridge Deck		9	$3\frac{1}{2}$	$\frac{7}{16}$	9	$3\frac{1}{2}$	$\frac{7}{16}$	9	$3\frac{1}{2}$	$\frac{7}{16}$	9	$3\frac{1}{2}$	$\frac{7}{16}$						
Upper		Centre Deck																	
Second		Girders 60 x 40 Flanged 7"																	
Third		Girders 60 x 40 Flanged 7"																	

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., 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, etc., on the first page.

PILLARS AND DECKS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows	<i>Continuous along O.T. Bulkhead (P. 5) throughout Old 12th</i>	
" in 'tween Decks, Size and Spacing.....		
" " " " " "		
" in Holds " "	<i>Pillaring at ends as approved</i>	
<i>Longitudinal O.T.</i> " " "		
Centre Line Bulkhead (P. 5)	<i>10, 3 1/2, 70 BA @ 31"</i>	
Stiffeners and Spacing.....	<i>28, 40 Planged 5"</i>	
<i>With 2 Stringers</i> Bottom 32 x 42	<i>42</i>	
Plating, thickness of		
STRINGERS AND DECKS.		
Uppermost Continuous Deck.		
Stringer Plate, breadth and thickness in Wells	<i>84 .82</i>	
" " " " in way of Bridge	<i>84 .82</i>	
" Angle in Wells <i>& Bridge</i>	<i>6 6 8</i>	
Thickness of Plating abreast Deck openings in way of Wells <i>& Bridge</i>	<i>C Frame .72 A/P .72 (S) .60 B (P. 5) .72, 76 .80, .88 C (P. 5) .608 .68</i>	
Thickness of Plating abreast Deck openings in way of Bridge		
Thickness of Plating within line of openings...		
If Sheathed, material and thickness		
Second Deck, in Engine Space		
Stringer Plate, breadth and thickness in Wells...	<i>.44 - .40</i>	
Stringer Plate, breadth and thickness in way of Bridge		
Thickness of Plating abreast Deck openings in way of Wells		
Thickness of Plating abreast Deck openings in way of Bridge		
Thickness of Plating within line of openings...		
If Sheathed, material and thickness		
Third Deck.		
Stringer Plate, breadth and thickness.....		
If Plated, state thickness.....		
Fourth Deck.		
Stringer Plate, breadth and thickness.....		
If Plated, state thickness		
Poop Deck.		
Stringer Plate, breadth and thickness		
Plating, Sheathing, material and thickness ...		
Bridge Deck.		
Stringer Plate, breadth and thickness.....		
Plating, Sheathing, material and thickness ...		
Forecastle Deck.		
Stringer Plate, breadth and thickness.....		
Plating, Sheathing, material and thickness ...		

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. Inches.	Thickness. Inches.	Thickness. Inches.	Thickness. Inches.			Diam. Inches.	Spacing cr. to cr. Inches.		Diam. Inches.	Spacing cr. to cr. Inches.	
FLAT PLATE KEEL	<i>50</i>	<i>.99</i>	<i>.79</i>	<i>.79</i>		<i>Double</i>	<i>1"</i>	<i>4.0</i>	<i>5R-4R</i>	<i>1 1/8"</i>	<i>5.4</i>	<i>Lapped</i>
" Deck (if any)	<i>A</i>		<i>.60</i>	<i>.54</i>								
BOTTOM PLATING, No. of Strakes 4.....	<i>82 C</i>	<i>.70</i>	<i>.60</i>	<i>.54</i>		<i>"</i>	<i>7/8</i>	<i>3.5</i>	<i>4R-3R</i>	<i>1"</i>	<i>3 1/2-3 3/8</i>	<i>"</i>
BILGE PLATING, No. of Strakes 2.....	<i>D</i>	<i>.65</i>	<i>.50</i>	<i>.54</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
SIDE PLATING, No. of Strakes 8.....		<i>.63</i>	<i>.48</i>	<i>.48</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
UPPER DECK, Sheer-strake in Wells.....	<i>71 3/4</i>	<i>1.13 at Poop & Bridge ends</i>	<i>.48</i>	<i>.48</i>					<i>6R at poop front</i>	<i>1 1/8"</i>	<i>5</i>	<i>"</i>
UPPER DECK, Sheer-strake in Bridge ...	<i>71 3/4</i>	<i>1.13 fwd.</i>	<i>.48</i>	<i>.48</i>					<i>5R-3R</i>	<i>1 1/8"</i>	<i>5-3 3/8</i>	<i>"</i>
STRAKE BELOW Sheer-strake in Wells.....	<i>72</i>	<i>1.00 aft</i>	<i>.48</i>	<i>.48</i>		<i>"</i>	<i>1"</i>	<i>4.0</i>	<i>5R</i>	<i>1 1/8"</i>	<i>5</i>	<i>"</i>
STRAKE BELOW Sheer-strake in Bridge ...	<i>72</i>		<i>.48</i>	<i>.48</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>4R-3R</i>	<i>1"</i>	<i>4-3 3/8</i>	<i>"</i>
POOP SIDE PLATING (1 Strake)			<i>.50 at Poop front</i>			<i>"</i>	<i>"</i>	<i>"</i>	<i>4R</i>	<i>1"</i>	<i>4</i>	<i>"</i>
BRIDGE SIDE PLATING (1 Strake)	<i>.44</i>		<i>.40</i>			<i>Single</i>	<i>7/8</i>	<i>3.5</i>	<i>3R</i>	<i>3/4"</i>	<i>2 5/8</i>	<i>"</i>
FOREC'TLE SIDE PLATING (2 Strakes)			<i>.50 at Poop front</i>			<i>"</i>	<i>1</i>	<i>4.0</i>	<i>2R</i>	<i>"</i>	<i>"</i>	<i>"</i>
			<i>.40</i>			<i>"</i>	<i>rec plan</i>		<i>3R & 2R</i>	<i>"</i>	<i>"</i>	<i>"</i>
			<i>.50 & .54 at Bridge ends</i>			<i>"</i>	<i>3/4</i>	<i>3.0</i>	<i>1R</i>	<i>"</i>	<i>"</i>	<i>"</i>
			<i>.44 & .43</i>									

WATERTIGHT BULKHEADS.

2.07.
Total No. of W.T. BULKHEADS in Vessel— 17
Extending to Upper Deck (Sec. 3 c) 17
" Deck next below 6
As per Rule 17

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar				
STEM	<i>Rolled steel</i>	<i>10x2 3/4</i>		
STERN FRAME {				
Propeller Post	<i>Casting as per</i>		<i>steel</i>	
Rudder	<i>"</i>	<i>appt. Plans</i>	<i>Company</i>	
Speed of Vessel	<i>12 K</i>		<i>Scotland</i>	
RUDDER—Type	<i>Ordinary Double plate</i>			
" A x D	<i>660</i>			
" Diam. of head	<i>Forging</i>	<i>13"</i>	<i>W. Bealhouse</i>	
" Mainpiece at top pintle	<i>Casting as</i>		<i>steel</i>	
" " heel	<i>per</i>		<i>Company</i>	
" how constructed	<i>appt. Plans</i>		<i>Scotland</i>	
" double or single plate	<i>Double plate</i>			
" coupling, vertical or	<i>Horizontal</i>			
" horizontal				

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
O.T.						
MIDSHIP BULK'D, Upper two decks						upper lower slg. slg.
"	"	Second	"			Wing 28" x 40 28" x 40
"	"	Third	"			Trans 14" x 50 KA. 6.32 x 2
"	"	Holds	54-41	BA. 4 10 x 3 1/2 x 16	36	Center 32" x 40 32" x 40 Trans 9.32 x 16 12.32 x 40
COLLISION		(in Hold)	52-33	BA. 10 x 3 1/2 x 16	24	W.T. Flat and 2 Semi box beam
AFTER PEAK		"	50-30	BA. 10 x 3 1/2 x 50	24	2 Semi box & Borlar flat.

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Open Hearth Process*
Colvilles Ltd; Corbett Iron Co Ltd; Dorman Long & Co Ltd; Steel Company of Scotland

Has the Steel been tested as required by the Rules? *Yes*

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.)

List of Approved Plans

- 1 Amended Midship Section
- 2 Profile and Deck
- 3 Midship O.T. Bulkhead
- 4 Deck plan
- 5 Upper Deck plating at Poop Front
- 6 Rudder list
- 7 Stem frame
- 8 Rudder
- 9 Pillaring
- 10 Section through forward deep tank
- 11 Tank top plating
- 12 After end framing
- 13 Main pump seals
- 14 Piping in main pump room
- 15 Tiller
- 16 Spare Tiller
- 17 Emergency Steering Gear
- 18 Shell in Way of poop & bridge
- 19 Pumping arrangements
- 20 Water Reservoirs in Pump Room
- 21 Leak Bulkheads

Casting and Forging Reports

Stem frame
Rudder
Tiller
Spare Tiller
Rudder stock

Plan of Midship Section as built sent in advance

Note: The above plans were forwarded with the F.E. Report on the Sister ship "EMPIRE JET" Gls Rpt 64260

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

Carrying petroleum in bulk
Longitudinal framing at bottom and at deck
Cruiser stern
Hoyds A.C.P.
Oil Engine
Direction finder
Echo sounding
1 Bower anchor to supply

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

1st Bower 42-1-19^{EX} EE 10480 16-12-39
2nd " 42-1-15^{NO} EE 10502 23-12-39
3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 95 ft., R.Q.D. ft., Bridge 47.67 ft., Forecastle 47.0 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. 168700 Signal Letters Extreme Breadth over Belting (Circ. 1611) Over-all Length (Circ. 1709) 479'-3"
No. and Material of Decks 1st - Second deck clear of oil tanks
Parts of Bottom of Vessel coated with cement or approved composition Portland Cement, Peaks, Pump Rooms & Double bottom
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,		
Double bottom, under Engines and Boilers,	71.44	142	After peak tank,	23	149
Double bottom, if under Engines only,			Deep tank, aft,	16	94
Double bottom, if under Boilers only,			Deep tank, forward,	21.66	254
Double bottom, forward,	71.44	142	Other tanks, if fitted,	3.0	34
Total length (if continuous) and Capacity			(If necessary, furnish further information by sketch.)		160

Order for Special Survey No. 6483
Date 10.10.39
Dates of Surveys held while building
1940 July: 29.30 Aug: 2 Oct: 17.25.30 Nov: 1.11.13.14.29 Dec: 3.5.9.11.17.19.26.31 (1941) Jan: 6.8.16.23.24.28 Feb: 13.25.28 Mar: 5.6.10.25 Apr: 9.16.25 May: 1.8.14.30 June: 4.5 9.11.12.17.19.20.24.26.30 July: 5.17.22.25.28.31 Aug: 4.6.8.11.13.14.15.18.19.21.22.25.26.27 Sep: 1.4.5.6.7.8.9.10.11 Oct: 7 Nov: 3.13.24
Total No. of Visits 83

Rpt. 9a.

Port of GLASGOW.

Continuation of Report No. 64740 dated 24th Nov. 1941 on the

"EMPIRE PICT"

PARTICULARS OF CHAIN CABLES.

N° OF CERTIFICATE	LENGTH & SIZE		TEST PER CERTIFICATE		WEIGHT	DESCRIPTION	MAKERS	WHEN & WHERE TESTED & SUPERINTENDENT.
	FATHS	DIA.	STATUTORY	BREAKING				
116110	15	2 1/8"	113.16.0.0	159.6.0.0	36.3.22	STUD LINK TAYCO.	SAMUEL TAYLOR & SONS. (BRIERLEY HILL) LTD.	31.5.41. NETHERTON. J.A. RELF.
116111	15	"	"	"	36.3.8	"	"	"
116112	15	"	"	"	36.2.22	"	"	"
116113	15	"	"	"	36.2.15	"	"	"
116114	15	"	"	"	37.0.8	"	"	"
116115	15	"	"	"	36.3.8	"	"	"
116116	15	"	"	"	37.0.8	"	"	"
116117	15	"	"	"	36.2.22	"	"	"
116118	15	"	"	"	36.2.22	"	"	"
116119	15	"	"	"	37.0.8	"	"	"
116120	15	"	"	"	36.2.15	"	"	"
116121	15	"	"	"	36.3.0	"	"	"
116122	15	"	"	"	36.3.14	"	"	"
116123	15	"	"	"	36.3.7	"	"	"
116124	15	"	"	"	37.2.15	"	"	"
116125	15	"	"	"	37.3.0	"	"	31.5.41. NETHERTON. J.A. RELF.
116293	15	"	"	"	36.0.17	"	"	27.6.41. NETHERTON. J.A. RELF.
116294	15	"	"	"	36.2.10	"	"	"
116295	15	"	"	"	36.2.3	"	"	"
116296	15	2 1/8"	113.16.0.0	159.6.0.0	36.1.24	STUD LINK TAYCO.	SAMUEL TAYLOR & SONS. (BRIERLEY HILL) LTD.	27.6.41. NETHERTON. J.A. RELF.

TOTAL :- 300 FATHOMS.

W1200-00704