

Lloyd's Register of Shipping.

Ship's Name "EMPIRE GAT"

Official No. 168674.

Memorandum of alterations reported since ship was surveyed for assignment of Load Lines in

To fit this vessel for tropical service during the period of hostilities, extensive alterations were effected, the principal item being the shortening of No.2 cargo hatch; the vessel has now been taken over by private Owners, viz:- Messrs. Geo. Gibson & Co. Ltd., of Leith, who have had the vessel restored to her original design, including the lengthening of No.2 cargo hatch to its original length; except for the following alterations which are being retained:-

The hook bolted plate closing the opening in the forecastle front has been dispensed with, and the opening is now closed by wood shifting boards, 3" thick. ✓

6 in No. 5" dia. gooseneck ventilators to forecastle 'tween decks, fitted on forecastle deck, efficiently constructed, each 34" high; wood plugs fitted. ✓

1 in No. 6" dia. cowl ventilator to forecastle tween decks, fitted on forecastle deck, coaming .30" thick x 33" high, wood plug and canvas cover fitted. ✓

2 in No. 4½" dia. gooseneck ventilators to steering gear compartment, fitted on exposed Raised Quarter Deck aft, of efficient construction, 30" high, snifting hole in top of bend; wood plugs fitted. ✓

10" dia. sidescuttles fitted in forecastle side plating, of efficient construction and each fitted with a strong hinged deadlight. ✓

Steel hats to air pipes removed and wood plugs fitted in lieu thereof. ✓

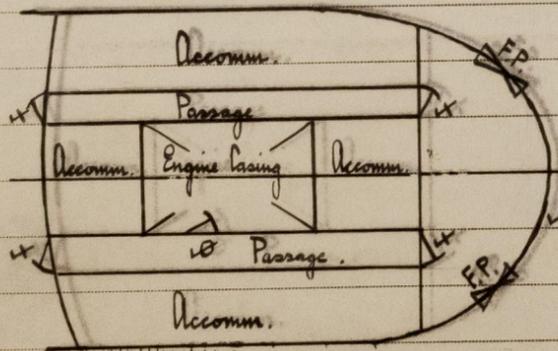
1 in No. 6" dia. airpipe to double bottom tank, fitted on exposed Upper Deck forward, of efficient construction, 36" high; wood plug fitted. ✓

1 in No. 3" dia. airpipe to double bottom tank fitted on exposed Raised Quarter Deck, of efficient construction, 30" high; wood plug fitted. ✓

2 in No. 3½" dia. airpipes to oil fuel bunkers, fitted on casing top, of efficient construction, 23" high, gauges fitted. ✓

The access hatch to No.1 Hold is now closed by means of a watertight hinged steel cover, .25" thick and, adequately stiffened, secured by 6 - ¾" dia. toggle bolts. The oiltight hatches on the casing top have now been deleted. ✓

The steel deckhouse aft has been altered and now extends from side to side of the vessel, the deckhouse is efficiently constructed and protects the engine casing, access to the engine room is arranged as shown in the sketch.



✗ Openings in fore and after end/bulkheads of deckhouse, each 4'-9" x 24", sill 18" closed by means of strong hinged wood doors, capable of being operated from both sides. ✓

✗ Opening in casing side, 5'-6" x 24", sill 6", closed by means of a hinged steel gastight door, capable of being operated from both sides. ✓

As a consequence of the after deckhouse being extended to the ship's sides, the after well has been reduced in length and two freeing ports have been deleted, the well is now

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Glasgow Rpt 72114 A

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71.5 ft. long and has two freeing ports each side, one at 14'-6" x 6" and one at 13'-6" x 6", area 14 sq. ft. each side. A small well has now been formed at the after end of the after deckhouse, this well is 9'-2" long and has one freeing port, each side, 1'-10" x 9", 6" above deck edge, no rails, bars or shutters fitted, area 1.37 sq. ft. each side. (See sketch on previous page).

The companionway giving access to the heating boiler and galley coal has now been deleted in the redesigned after deckhouse.

Locking bars have been fitted to Nos. 1 and 2 cargo hatches.

ASSIGNMENT OF TIMBER LOAD LINES:

Timber load lines have been assigned to the vessel at this time, and to enable the vessel to comply with the requirements of the Convention relating to the assignment of timber load lines, the following alterations and additions have now been effected:-

Nos. 1 and 2 double bottom tanks, which extend beyond the midship half-length of the vessel, have been subdivided by making the centre keelson tight.

The steering gear is situated at the after end, below deck. Efficient provision is made for steering in the event of a break down in the main steering arrangements.

The bulwarks are of strong construction and are in a good condition.

Eye plates for lashings and strong metal sockets for uprights have been fitted in accordance with Convention requirements.

A copy of the foregoing has been attached to the C.11 Report on board the vessel. A fee of £ 5; 5; 0; has been charged in respect of the assignment of timber load lines.

James M. Sanders *hoted.* 
Surveyor to Lloyd's Register. 9 - OCT 1947
GLASGOW. 20th September, 1947.

