

STEEL ~~STEAMER~~ or MOTORSHIP.

Received at London Office

25 JUL 1928

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*

Date of completion of report

Port of *Glasgow*No. *48200*Survey held at *Glasgow*Date First Survey *8th July 1927*Last Survey *9th July*

1928

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

*M. V. "CLYDEFIELD"**Machinery fitted aft*

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

*Full Scantling Type*State Type of Erections *Prop. Br. File*

TONNAGE under Tonnage Deck...

*6052.14*CLASS *100A.1.*State if with freeboard *No*Built at *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)

FEET.

*L 420.00*Launched *23rd April 1928* Yard No. *808 M.*

Total

6052.14

Breadth (greatest moulded)

*B 57.50*Builders *D.W. Henderson & Co. Ltd.*

Gross Tonnage

6758.30

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

*D 32.75*Owners *Hunting & Son Ltd*

Register Tonnage

*3949.08*1st Longitudinal Number (L x D) = *13755*Managers *do*

(Where necessary to be entered in Reg. Book.)

2nd Numeral L x (B + D) = *37905*Residence *Newcastle-on-Tyne*

REGISTERED DIMENSIONS.

Length

420.0

Breadth

57.8

Depth

32.7

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

12.82

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

Do. Long Bridge to top of keel

Draught Moulded

*25' 9 1/2"*Port of Registry *Newcastle*If surveyed while building, afloat, or in dry dock *and Yes*

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.
<i>Transverse</i>			<i>Bracket Floors, Frame</i>		
FRAMES, Spacing amidships	<i>30 1/2</i>		<i>Reversed Frame</i>		
" " from <i>3/4</i> length to Collision bulkhead	<i>27</i>		<i>Vertical Struts</i>		
" " in peaks	<i>24</i>		<i>Centre Girder, depth and thickness amidships</i>	<i>60 x 5 1/4</i>	
IDE FRAMING.			" " top Angles	<i>(2) 3 1/2 3 1/2 4 1/8</i>	
Frame Amidships, Angle, E or F	<i>10 3 1/2 4 1/4</i>		" " bottom Angles	<i>(2) 4 4 5 1/4</i>	
" " Extends up to <i>Upper Deck</i>			Side Girders, No. each side and thickness	<i>(3) 20 50, 10 40</i>	
Reversed Frame Amidships, Angle			Margin Plate depth (excl. of flange) and thickness	<i>Level tank top 50</i>	
" " Extends up to			" " <i>attaching</i> Angle to Tank side	<i>6 6 4 1/4</i>	
Depth of Framing Girder	<i>10</i>		" " Vertical Angle to Tank side	<i>Single</i>	
Frames in Uppermost Continuous (Tween) Decks, Angle, E or F			" " Bracket forward 1/2 len. from stem		
" " Second Tween Decks, Angle, E or F			" " Gussets, spacing and scantling		
" " Third			" " Gussets, spacing and scantling		
Framing in Peaks, Angle, E or F	<i>8 3 1/2 4 1/4</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>8'-2", 4 1/4</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>7/8 dia. 4 1/2 apart</i>		INNER BOTTOM PLATING, in <i>Motor Space</i>		
State if Frame Joggled	<i>Yes</i>		Breadth and thickness of Middle Line Strake	<i>79 x 1-10 under motor 50</i>	
ANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Side Stinger & Web frames</i>		Thickness of remainder in Holds		
TRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Intercostals and 6x6x4 frames in way of fore oil fuel tank</i>		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?	<i>Yes</i>	
INGLE BOTTOM. (In Oil Tanks)			BEAMS.		
Floors, Depth and thickness at mid-line in (transverse) Holds	<i>55 x 48</i>		Uppermost Continuous Deck, amidships in Wells, Angle, E or F	<i>Longitudinal</i>	
Height of Brackets at side above base line at toe of frame	<i>7'-9"</i>		" " in way of Bridge, Angle, E or F	<i>beams, see report 1st</i>	
Middle Line Keelson, on Floors, Angles, E or F	<i>3 1/2 3 1/2 4 1/4</i>		Second Deck, amidships, Angle, E or F		
" " Through Plate or Intercostal Plate	<i>56 x 4 1/2</i>		Spacing		
" " Foundation Plate on Floors	<i>12 x 60</i>		Third Deck, amidships, Angle, E or F		
" " Flat Plate Keel Angles	<i>4 4 50</i>		Spacing		
Side Keelsons, No. each side	<i>30</i>		Fourth Deck, amidships, Angle, E or F		
" " thickness of Intercostal Plate	<i>30 x 4 1/2</i>		Spacing		
" " Face Angles	<i>3 1/2 3 1/2 4 1/4</i>		Poop Deck, Angle, E or F	<i>8 1/2 3 40</i>	
DOUBLE BOTTOM, in Machinery Space			Spacing	<i>9 3 45</i>	
Solid Floors, thickness and spacing	<i>50 30 1/2</i>		Bridge Deck, Angle, E or F	<i>7 1/2 3 36</i>	
" " Are Frame and Reversed Frame joggled?	<i>Yes</i>		Spacing	<i>30 1/2</i>	
Bracket Floors, breadth and thickness at mid-line			Forecastle Deck, Angle, E or F	<i>9 3 40</i>	
" " breadth and thickness at margin plate			Spacing	<i>27 and 24</i>	

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.....			One Row and 2 longitudinal Bulkheads	✓	Stringer Plate, breadth and thickness in way of Bridge				
" in 'tween Decks, Size and Spacing.....			Pillar at each Transverse	✓	Thickness of Plating abreast Deck openings in way of Wells				
" "									

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES State if jogged? <i>No.</i>			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL	<i>57</i>	<i>.93</i>	<i>.72</i>	<i>.72</i>	<i>✓</i>	<i>Double</i>	<i>1</i>	<i>4</i>	<i>Five</i>	<i>1</i>	<i>4½</i>	<i>lapped</i>
<i>„</i> <i>DECK</i> (if any)						<i>„</i>						
BOTTOM PLATING, No. of Strakes <i>4</i>		<i>.63</i>	<i>.50</i>	<i>.50</i>	<i>✓</i>	<i>„</i>	<i>7/8</i>	<i>3½</i>	<i>Four</i>	<i>7/8</i>	<i>3½</i>	<i>„</i>
BILGE PLATING, No. of Strakes <i>2</i>		<i>.71</i>	<i>.50</i>	<i>.50</i>	<i>✓</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>
SIDE PLATING, No. of Strakes <i>2</i>		<i>.61</i>	<i>.50</i>	<i>.50</i>	<i>✓</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>Three</i>	<i>„</i>	<i>3½</i>	<i>„</i>
UPPER DECK, Sheer-strake in Wells.....	<i>72</i>	<i>.96</i>	<i>.50</i>	<i>.50</i>	<i>✓</i>	<i>„</i>	<i>1</i>	<i>4</i>	<i>Five</i>	<i>1½</i>	<i>5</i>	<i>„</i>
UPPER DECK, Sheer-strake in Bridge ...	<i>„</i>	<i>„</i>			<i>✓</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>
STRAKE BELOW Sheer-strake in Wells.....	<i>82</i>	<i>.61</i>	<i>.50</i>	<i>.50</i>	<i>72 x .61 ✓</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>Four</i>	<i>7/8</i>	<i>3½</i>	<i>„</i>
STRAKE BELOW Sheer-strake in Bridge ...	<i>„</i>	<i>„</i>			<i>✓</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>
POOP SIDE PLATING			<i>.40</i>		<i>✓</i>	<i>Single</i>	<i>¾</i>	<i>3</i>	<i>Two</i>	<i>¾</i>	<i>2⅝</i>	<i>„</i>
BRIDGE SIDE PLATING ...		<i>.42</i>			<i>✓</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>
FORE'TLE SIDE PLATING			<i>.42</i>		<i>✓</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>	<i>„</i>

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	15
Extending to Upper Deck (Sec. 3 c).....	15
Deck next below	
As per Rule or approved	15

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHD, Upper 'tween decks					
" " Second "					
" " Third "					
" " Holds		64	10 x 3 1/2 x 4 1/2, 29	26 x 4 1/2 2 in centre 2 in depth	
COLLISION " (in Hold)		52	26 x 3 1/2 x 4 1/2, 24	24 x 4 1/2 side 2 semi box beams	
AFTER PEAK " " (as above)		34	8 x 3 1/2 x 50 2 1/2		

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	Flat Plate Keel			
STEM	Rolled Steel	10 x 2 1/2		
STERN FRAME { Propeller Post	Lower part 30		Skoda	
{ Rudder	Upper part Steel casting		Sketch Works Rtr	
RUDDER—A x D		389		
Speed of Vessel		12 Knots		
RUDDER mainpiece at head	above coupling Forging	1 1/2 dia	Skoda Works	10-45 dia
" " Below	Steel Casting to Sketch		Rtr	
" " heel				
" how constructed	Frame Steel casting			
" double or single plate coupling, vertical or horizontal	Double			

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) (Open Hearth process)
 Colville & Sons, Lanarkshire Steel Co., Consett Iron Co., Societe Anonyme des Hauts Fourneaux de la Basque, Besancon, France, Anglo-Siam Steel Co., Bangkok, Siam, Krupp, Essen, Germany, etc.
 Has the Steel been tested as required by the Rules? Yes.

EQUIPMENT No. <u>39656</u>												LETTER <u>at</u>		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.
<u>30862</u>	1st Bower ...	<u>78</u>	<u>1</u>	<u>14</u>	<u>stockless</u>			<u>54</u>	<u>14</u>	<u>2</u>	<u>0</u>	<u>68</u>	<u>Byers Imp stockless not stated</u>	<u>Sunderland 13/18 Cutter</u>	
<u>30820</u>	2nd „ ...	<u>68</u>	<u>0</u>	<u>14</u>	<u>do</u>			<u>52</u>	<u>15</u>	<u>2</u>	<u>14</u>	<u>68</u>	<u>do</u>	<u>do 25 1/2/18 do.</u>	
<u>31083</u>	3rd „ ...	<u>59</u>	<u>0</u>	<u>4</u>	<u>do</u>			<u>47</u>	<u>16</u>	<u>2</u>	<u>7</u>	<u>58 1/2</u>	<u>do</u>	<u>do 15 1/2/18 do</u>	
	Collective weight	<u>205</u>	<u>2</u>	<u>7</u>								<u>194 1/2</u>	<u>✓</u>		
<u>89626</u>	Stream	<u>19</u>	<u>0</u>	<u>4</u>	<u>5</u>	<u>0</u>	<u>16</u>	<u>19</u>	<u>19</u>	<u>2</u>	<u>21</u>	<u>19</u>	<u>Rodgers forged W. I. Hingley Sons Ketterton 19/18</u>	<u>Green</u>	

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.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.	Length.					Cir.	Length.		Cir.		
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.				Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
80695	135	2 5/16	9625	34 7/8	362.3.14		720 3/4		270	2 5/16	Spud link	Hingley & Sons Ketterton 19/18	Green	TOWLINE...	120	5 1/2	80	120	5 1/2
80790	135	2 5/16	"	"	362.3.2						do.	do.	do. 23/18 do.	HAWSERS & WARPS	2-90	2 3/4	15.5	2-90	2 3/4
Low Stream Chain	20	2 5/16	"	"	362.3.2					Cir.	do.	do.	do. 23/18 do.	"	2-90	2 1/2	12.5	2-90	2 1/2
Steel Wire	90	5			73		special Flexible		90	5	Steel wire			"	2-90	8	Manila		
														"	2-90	4	do		

Steering Gear, Steam by Donkin & Co Emergency Steering Gear, Hand Efficient

Boats Four Steering Chains, Size and Test none Windlass Steam by Clarke Chapman & Co.

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

Cargo Hatchway one (Upper Deck) 30' x 44' Steel beaming Thickness of Hatches 2 1/2 W.P.

Size of No. 1 Hatchway (Forward) 9'0" x 9'0" No. 2 ✓ No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 ✓

Number of Shifting Beams and/or Fore and Afters one Shifting beam: no fore and afters

DAVIS & WILLIAM HENDERSON & CO., LIMITED

Builder's Signature W. Henderson Director

GENERAL DECLARATION The workmanship and materials are good.
This vessel has been built in accordance with the approved plans, the Secretary's letters of various dates, and in general conformity with the Rules for the Class contemplated. The whole of the oil cargo tanks, Cofferdams, oil fuel bunkers, also the forward and aft peak tanks and the double bottom tanks have been tested in accordance with the Rules with satisfactory results. The weather decks have been hose tested where not tested under water pressure and found efficient. The freeboard markings have been cut in on the vessel's sides and verified. For list of plans accompanying this report see overleaf

The amount of Entry Fee £ 10 : 0 : 0 Fees applied for, 11.7.1928
Special Survey Fee £ 553 : 8 : 6 Received by me, 3.8.28
Hebbard 11 : 0 : 0
Travelling Expenses, if any £ : :
State whether the Vessel has been built under Special Survey yes Signature George Nicol
Certificate to be sent to Glasgow Date of issue 13/8/28 Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 24 JUL 1928
Character assigned * 100 A1
7.28.
Carrying Petroleum in Bulk
Lloyd's A.S.C.
+ L.M.C. 7.28.
Longitudinal Framing at Bottom & at Deck

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 Plans.

- ✓ Midship Section as approved, also Vessel as built
- ✓ Profile and Deck Plans
- ✓ Transverse Bulkheads
- ✓ Fore Peak Bulkhead
- ✓ Rudder and Stern Frame
- ✓ Cast Steel Quadrant and C. S. Teller
- ✓ Anveting Notes
- ✓ Arrangement in way of forward end
- ✓ Arrangement in way of After end
- ✓ Plan showing Bridge Scantlings
- ✓ Casing Plan
- ✓ Cargo Pumping Arrangement
- ✓ Pumping Arrangement
- ✓ Scantlings in way of Forward oil tank

Reports

Rudder Frame
Stern do
Quadrant
Teller

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

1st Bower	51. 1. 21	M. B.	3487,	13. 1. 28
2nd "	41. 1. 21.	M. B.	3465,	18. 1. 28
3rd "	38. 2. 21	K. H.	5296,	26. 4. 28

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 89.37 ft., R.Q.D. ft., Bridge 40.89 ft., Forecastle 44.37 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 1 deck Steel

Official No. 149473 ; Signal Letters

particulars of composition

Is bottom of Vessel coated with cement Pt Cement if not give

Cofferdams and pump room, also feed water tank & cofferdam in double bottom cement washed. Fore and after peaks water tank estimated

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	21.5	185
Double bottom, under Engines and Boilers,			After peak tank,	24.5	261
Double bottom, if under Engines only, aft	66.5	234	Deep tank, aft,	31.5	412
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
Total capacity of double bottom			(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 5861

Date 2. 9. 27

Dates of Surveys held while building

1927 July 8. 12. 15. 27. 28 Aug 2. 5. 9. 11. 12. 13. 17. 23. 25. 26. 31 Sep 6. 7. 9. 13. 16. 20. 23. 28. 30 Oct 4. 7. 10. 12. 13. 14. 17. 20. 25. 28 Nov 2. 3. 7. 9. 14. 16. 17. 22. 25. 29 Dec 1. 5. 7. 9. 13. 15. 16. 20. 23 (1928) Jan 4. 9. 11. 12. 13. 17. 23. 25. 31 Feb 2. 10. 14. 15. 20. 23. 27. 29 Mar 1. 6. 7. 8. 9. 12. 13. 14. 15. 16. 19. 20. 21. 22. 23. 26. 27. 29. 30 Apr 2. 4. 5. 12. 16. 19. 22 May 16. 28 Jun 11. 18. 20. 27 July 9

Total No. of Visits 105

pt. 1*.

M. V. "CLYDEFIELD"
PARTICULARS OF LONGITUDINAL FRAMING.

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.	Ins.	Diam.	Speng.	Inches.	Number.	Diameter.	
																			Inches.	
From	ming of L E C	17	x	4	4	x	4	4	x	4	4	x	4	4	x	4	4	16	7/8	
mes in Bridge 'tween Decks																				
mes from Uppermost Continuous Deck																				
No. 1																				
" 2																				
" 3																				
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Bottom																				
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* State if joggled or liners.																				
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ms of																				
12																				
Bridge Deck																				
Upper																				
Second																				
Third																				

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.