

STEEL STEAMER or MOTORSHIP.

Received at London Office 23 DEC 1936

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

21-12-36

Port of

Glasgow

No. 57800

Survey held at

Glasgow

Date First Survey

13th Dec 1936

Last Survey

15th December

1936

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

Single Screw Motor Vessel

"BRITISH POWER"

(Machinery ap)

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

Full Scantling

State Type of Erections *Prop, Bridge & Forecastle*

TONNAGE under Tonnage Deck...

7454.44

CLASS *+100 A1*

State if with freeboard as condition of Class

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)

L 463.0

Launched

16th Sept 1936

Yard No. 968

Total

Breadth (greatest moulded)

B 61.5

Builders

Harland & Wolff Ltd

Gross Tonnage

8333.99

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

D 34.0

Owners

British Tanker Co. Ltd.

Register Tonnage

4973.15

1st Longitudinal Number (L x D) = 15742

Managers

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

2nd Numeral L x (B + D) = 44216.5

Residence

REGISTERED DIMENSIONS.

FEET.

Length

467.85

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

13.62

Port of Registry

London

Breadth

61.75

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

Do. Long Bridge to top of keel

If surveyed while building, afloat, or in dry dock

Depth

33.85

Draught Moulded 27'-5 7/8"

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.
See also Longitudinal Framing					
AMES, Spacing amidships	29" 30"		Bracket Floors, Frame		
" " from 3/8 length to Collision bulkhead	27"		" " Reversed Frame		
" " in peaks	24"		" " Vertical Struts		
E FRAMING.			Centre Girder, depth and thickness amidships	64" 54"	
Frame Amidships, Angle, E or F	9" 3 1/2" 40"		" " top Angles	3 1/2" 3 1/2" 48"	
" " Extends up to	Upper Dk		" " bottom Angles	5" 5" 54"	
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	2 @ 7 1/2"	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	54"	
Depth of Framing Girder	9"		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	6" 6" 46"	
Frames in Uppermost Continuous 'tween Decks, Angle, E or F			" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem		
" " Second 'tween Decks, Angle, E or F			" " Gussets, spacing and scantling abaft 1/2 len. from stem		
" " Third " " " "			" " Gussets, spacing and scantling forward 1/2 len. from stem		
Framing in Peaks, Angle or F	8" 3 1/2" 47"		Tank Side Brackets, height above base line at toe of Frame and thickness	8'-7" 46"	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8" @ 5 1/4"		INNER BOTTOM PLATING, <i>Engine Room</i>		
State if Frame Joggled	Yes		Breadth and thickness of Middle Line Strake	1 1/8"	
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	As per approved plan		Thickness of remainder in Hold	52" 54"	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	3 Strakes shell increased and as approved		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	
DOUBLE BOTTOM. <i>For Deep Tanks</i>			BEAMS.		
Side Keelsons, Depth and thickness at mid-line in Holds	48" x 38"		Uppermost Continuous Deck, amidships in Wells, Angle, E or F	10" 3 1/2" 40"	
Height of Brackets at side above base line at toe of frame	7'-0"		" " " in way of Bridge, Angle, E or F	8" 3 1/2" 35"	
Middle Line Keelson, on Floors, Angles, Bld E or F	44" - 40" 44" - 36"		" " " Spacing	27" 24"	
" " Through Plate or Intercoastal Plate			Second Deck, amidships, Angle, E or F	8" 3" 35"	
" " Foundation Plate on Floors			" " " Spacing	24" 30"	
" " Flat Plate Keel Angles	4" 4" 53"		Third Deck, amidships, Angle, E or F	7" 3" 42"	
Side Keelsons, No. each side	Two		" " " Spacing	27" 24"	
" " thickness of Intercoastal Plate	6" 6" 44"		Fourth Deck, amidships, Angle, E or F		
" " Angles	12" x 46"		" " " Spacing	8" 3" 35"	
DOUBLE BOTTOM. <i>Engine Room</i>			Poop Deck, Angle, E or F	8" 3" 44"	
Solid Floors, thickness and spacing	42" 46"		" " " Spacing	24" 30"	
" " Are Frame and Reversed Frame joggled?	Yes		Bridge Deck, Angle, E or F	7" 3" 42"	
Bracket Floors, breadth and thickness at middle line			" " " Spacing	30"	
" " breadth and thickness at margin plate			Forecastle Deck, Angle, E or F	8" 3" 39" 43"	
			" " " Spacing	27" 24"	

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.....	✓				3rd Stringer Plate, breadth and thickness in way of Bridge	47	x	.36	37 x .36
„ in 'tween Decks, Size and Spacing	✓				Thickness of Plating abreast Deck openings in way of Wells .....	.40			
„ „ „ „ „	✓				Thickness of Plating abreast Deck openings in way of Bridge .....	.34			
„ in Holds „ „ J		10 x .50 x .72 x .52 x .56			Thickness of Plating within line of openings...	.32	1/8	.40	
„ „ „ „ „		at each transverse in Centre Tank			If Sheathed, material and thickness	✓			
Centre Line Bulkhead					Third Deck.				
Stiffeners and Spacing..... 30"	9	3	.40		Stringer Plate, breadth and thickness.....	✓			
Plating, thickness of .....	.51	-	.40		If Plated, state thickness.....	✓			
STRINGERS AND DECKS.					Fourth Deck.				
Uppermost Continuous Deck.					Stringer Plate, breadth and thickness.....	✓			
Stringer Plate, breadth and thickness in Wells	84	x	.82	72 x .72	If Plated, state thickness	✓			
„ „ „ in way of Bridge	84	x	.86		Poop Deck.				
„ „ „ Popo Deck					Stringer Plate, breadth and thickness	56 to 38	x	.38	
„ Angle in Wells	7	7	.72		Plating, Sheathing, material and thickness ...	.30	.26	Deck 2 1/2	✓
Thickness of Plating abreast Deck openings in way of Wells .....	.76	x	.72		Bridge Deck.				
Thickness of Plating abreast Deck openings in way of Bridge	✓				Stringer Plate, breadth and thickness.....	69	x	.40	
Thickness of Plating within line of openings...	.58				Plating, Sheathing, material and thickness ..	.30	Deck 2 1/2	Popo	✓
If Sheathed, material and thickness	✓				Forecastle Deck.				
Second Deck. 9th					Stringer Plate, breadth and thickness.....	42	x	.38	36 x .38
Stringer Plate, breadth and thickness in Wells...	60	x	.40		Plating, Sheathing, material and thickness ..	.30	2 1/2	Deck	✓

SHELL PLATING.

SCANTLINGS.						RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled?			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	53	.99	.77	.77	53 x .99 - .77	Double	1	4	Five	1 1/8	5	Lapped
„ DBLG. (if any)												
BOTTOM PLATING, No. of Strakes <i>Five</i>	3 @	.65	.54	.51	.65 - .51	Double	7/8	3 1/2	Four	7/8	3 1/2	Lapped
BILGE PLATING, No. of Strakes <i>One</i>.....		.65	.53	.54	.65 - .51	„	„	„	„	„	„	„
SIDE PLATING, No. of Strakes <i>None</i>.....		.63	.53	.48	.63 - .48	„	„	„	„	„	„	„
UPPER DECK, Sheer-strake in Wells.....	69 1/2	1.06	.57	.57	65 x .96 - .48	„	1 1/8	4 1/2	<i>Five to Six & half.</i>	1 1/8	5	„
UPPER DECK, Sheer-strake in Bridge ...		1.20				„	„	„	<i>Six & half.</i>	1 1/8	5	„
STRAKE BELOW Sheer-strake in Wells.....	75	.80	.53	.48	74 x .80 - .48	Double	1	4	Four	1	4	„
STRAKE BELOW Sheer-strake in Bridge ...												
POOP SIDE PLATING					50 - .40	Single	3/4	3	Two	3/4	2 5/8	Lapped
BRIDGE SIDE PLATING ...		.44				Single	3/4	3	One	„	„	„
FOREO'TLE SIDE PLATING			.44			Single	3/4	3	„	„	„	„

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	Seventeen	✓
Extending to Upper Deck (Sec. 3 c)	Seventeen	✓
„ Deck next below	✓	
As per Rule Approval	Seventeen	✓

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted
KEEL, Bar		✓		
STEM	M.S.	10 1/2 x 2 3/4	✓	
STERN FRAME {	Propeller Post	F.I.S.	to approach Wilton type.	
{	Rudder ..	F.I.S.	11 x 8 3/4 Do	
Speed of Vessel		11 1/2 Knts		
RUDDER—Type		Oortz Patent	✓	
" A x D		44 approved.		
" Diam. of head		14 3/16	✓	
" Mainpiece at top pintle			Wilton type.	
" " heel				
" how constructed		Plates & angles. and as approved		
" double or single plate		Double '60	✓	
" coupling, vertical or		Horizontal		
" horizontal				

STEEL.

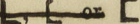
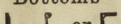
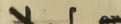
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)

Colvilles & Co, Glasgow Iron Works & Steel Company of Scotland &c

Has the Steel been tested as required by the Rules?

Rp 1*.

'BRITISH POWER' GLASGOW REPORT No. 57800
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.	Diam.	Speng.	Inches.	Number.	Diameter.	
			Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Inches.		Inches.	
Framing of 																			
Frames in Bridge 'tween Decks ...																			
Frames from Uppermost Continuous Deck Keel No. 1			17x.48x.4x.4x.68	17x.48x.4x.4x.68	17x.48x.4x.4x.68	17x.48x.4x.4x.68	17x.48x.4x.4x.68	17x.48x.4x.4x.68	17x.48x.4x.4x.68	17x.48x.4x.4x.68	17x.48x.4x.4x.68	17x.48x.4x.4x.68	17x.48x.4x.4x.68	7/8	5 1/4	3" apart for 10	20x18 in 24" Janks	16x14 7/8	
" 2			"	"	"	"	"	"	"	"	"	"	"	"	"	Rivets in 10-0	"	"	
" 3			"	"	"	"	"	"	"	"	"	"	"	"	"	Janks & 3" apart	"	"	
" 4			"	"	"	"	"	"	"	"	"	"	"	"	"	for 12 rivets in	"	"	
" 5			"	"	"	"	"	"	"	"	"	"	"	"	"	24" 2" Janks	"	"	
Wing Bulkhead 6																		20x18 in 24" Janks	
" 7			17x.48x.4x.4x.68	17x.48x.4x.4x.68	17x.48x.4x.4x.68	17x.48x.4x.4x.68	17x.48x.4x.4x.68	17x.48x.4x.4x.68	17x.48x.4x.4x.68	17x.48x.4x.4x.68	17x.48x.4x.4x.68	17x.48x.4x.4x.68	17x.48x.4x.4x.68	7/8	5 1/4	"	"	16x14 7/8	
" 8			"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
" 9																			
" 10																			
" 11																			
" 12																			
" 13																			
" 14																			
" 15																			
" 16			30 1/2 in wing Janks	30 1/2 in wing Janks	30 1/2 in wing Janks	30 1/2 in wing Janks	30 1/2 in wing Janks	30 1/2 in wing Janks	30 1/2 in wing Janks	30 1/2 in wing Janks	30 1/2 in wing Janks	30 1/2 in wing Janks	30 1/2 in wing Janks	29	30	31			
Spacing of Longitudinal Frames			Amidships	At Ends															
Double Bottoms 			Tank Top Longitudinals			Bottom													
Spacing of Longitudinals			Amidships			At Ends...													
Transverses.																			
In Bridge 'tween Decks			Depth and Thickness			Face Angles			Lugs to Shell*										
In Hold			Depth and Thickness			Face Angles			Lugs to Shell*										
Upper 'tween Decks			Depth and Thickness			Face Angles			Lugs to Shell*										
Wing Janks			Depth and Thickness			Face Angles			Lugs to Shell*										
In Hold.			Depth and Thickness			Face Angles			Lugs to Shell*										
Centre			Depth and Thickness			Face Angles			Lugs to Shell*										
			Back Bars																
			Brackets																
Spacing of Transverse Frames			10'-0" & 12'-1"			10'-0" & 12'-1"			10'-0" & 12'-1"			10'-0" & 12'-1"							
			State if joggled or liners.																
Longitudinal Beams of 			Bridge Deck			Upper			Second			Third							
			8x3 1/2x.47-.60			8x3 1/2x.47-.50			8x3 1/2x.47-.50			8x3 1/2x.47-.50			29x31				
			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			30 1/2				
			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			30 1/2				
			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			30 1/2				
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			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			30 1/2				
			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			30 1/2				
			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			30 1/2				
			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			30 1/2				
			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			30 1/2				
			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			30 1/2				
			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			30 1/2				
			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			30 1/2				
			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			30 1/2				
			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			30 1/2				
			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			30 1/2				
			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			30 1/2				
			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			30 1/2				
			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			30 1/2				
			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			30 1/2				
			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			30 1/2				
			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			30 1/2				
			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			30 1/2				
			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			30 1/2				
			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			30 1/2				
			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			30 1/2				
			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			30 1/2				
			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			30 1/2				
			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			30 1/2				
			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			30 1/2				
			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			30 1/2				
			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			30 1/2				
			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			30 1/2				
			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			30 1/2				
			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			30 1/2				
			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			30 1/2				
			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			30 1/2				
			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			8x3 1/2x.47-.51			30 1/2				
			8x3 1/2x.47-.51			8x3 1/2x.47-.51													

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.

EQUIPMENT No 46060												LETTER dt		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.			
36360	1st Bower ...	90	2	0	✓	✓	✓	63	12	2	0	8 1/4	Byers Improved Rockless	✓	Swindon 20 Aug 36 J. H. B. Allen
36347	2nd „ ...	81	1	7	✓	✓	✓	59	10	0	0	8 1/4	Do	✓	Do 15 th Aug 36 Do
36364	3rd „ ...	69	3	7	✓	✓	✓	53	15	0	0	6 9 1/2	Do	✓	Do 18 th Aug 36 Do
	Collective weight.	241	2	14	✓	✓	✓					232		✓	
49152	Stream	23	2	4	✓	✓	✓	23	10	0	0	23 1/2 Ex Stock	Ord F. W. Iron	✓	Bradley Heath 4 th Sept 36 S. Paul

CHAIN CABLES.												HAWERS 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.	Stain-tory.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.		
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.		
36553	300	2½	112½	157½	950-1-7		300	2½	Steel links	✓	Candif 20 Aug 36 F. Jones	TOWLINE...	130	5½	84½	130	5½		
36537	6 links	3¾			8-2-7				Open links	-	Do 27 June 36 L. Wright	HAWERS & WARPS }	2@100	8"	✓	2@100	8		
					958-3-14	940							"	2@100	8"	✓	2@100	8	
Iron Stream Chain or Steel Wire		Cir.						Cir.											
	120	4¾	64	64½			120	4¾	Steel S.N.			"							

Steering Gear, Steam *Hydraulic by Kastic* *Emergency* Steering Gear, Hand *Blocks & Tackle*

Boats *4 @ 24'-0" x 7'-6" x 3'-0" (Steel)* Steering Chains, Size and Test *None* Windlass *Steam 12 1/2" x 14" by Guinness & Co.*

Ceiling in Holds, thickness and material *None* Cargo Battens, thickness, material and spacing *For hold Steel Cases.*

Cargo Hatchways.—(Upper Deck) *Steel plates & angles* Thickness of Hatches *Steel 1/4" Stiffeners 5" x 3" x 38 L*

Size of No. 1 Hatchway (Forward) *6'-9" x 10'-0"* No. 2 *✓* No. 3 *✓* No. 4 *✓* No. 5 *✓* No. 6 *✓*

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

For HARLAND AND WOLFF, LIMITED
R. J. Allen
 Builder's Signature *Govan Secretary.*

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.

This vessel has been built in accordance with the approved plans the Secretaries letters of various dates and in conformity with the Societys rules for the Class contemplated.

The workmanship and materials are good. The bulkheads, decks, double bottom, peaks, oil cargo tanks, oil fuel bunkers and fore and after Cofferdams have been tested in accordance with the rule requirements. The freeboards verified and the marks cut in on the vessels sides. The steering gear and windlass tried with satisfactory results. Oil fuel F.P. above 150°F is carried in a deep tank at the after end, fore deep tank, and double bottom aft. Section 20 of the rules have been complied with.

The approved plans as per list on other side are forwarded herewith.

The amount of Entry Fee £ *11 0 0* Fees applied for, *14.12.1936* (Special notations, where part of class, to be stated.)

Special Survey Fee.... £ *612 10 6* Received by me, *18.12.1936*

Freight Travelling Expenses, if any £ *19 0 0* *18.12.1936*

State whether the Vessel has been built under Special Survey *Yes.* I am of opinion the Vessel should be Classed *+100 A1*

Certificate to be sent to **GLASGOW** Date of issue *30.12.36* Signature *Norman Dobson*
Surveyor to Lloyd's Register of Shipping.

Committee's Minute **GLASGOW 22 DEC 1936** *95m*

Character assigned *+100 A1* *Carrying pet. in bulk*
12.36
Lloyd's A.C.P.
+ L.M.C. 12.36.
2 SB-15016.

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 Lloyd's Register
 Foundation

002477-002484-0194 2/3

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. -

- 1 Midship Section as built (forwarded in advance)
- 2 Midship Section
- 3 Scuttlings in way of Oil Tanks.
- 4 Transverse Bulkheads.
- 5 Oil fuel bunkers & Ap. Cofferdam Bulkheads.
- 6 Bridge end bulkheads & partitions under Bridge
- 7 Longitudinal Bulkheads in Oil fuel bunkers.
- 8 Trunks in Oil fuel bunkers.
- 9 After end framing
- 10 Engine Beating and Tank Top.
- 11 Framing in Nos 1, 2, 8 & 9 Tanks.
- 12 Fore and Shell plating
- 13 Bridge deck plating
- 14 Engines & Boilers Casings
- 15 Stemframe.
- 16 Stemframe and Oerby Rudder
- 17 Fore peak bulkhead.
- 18 Scuttlings in way of Machinery space
- 19 Modified position of Channel pillars in Motor Room.
- 20 Steel tubular mast
- 21 Stern Offsets
- 22 Prelim. plan of Oerby Rudder
- 23 Spare Biler
- 24 Biler
- 25 Stemframe
- 26 Casting & Forging Certificate for Stemframe, Rudder & Biler (2)
- 27 And end arrangement.

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, Cruises Stem, Direction Finder, Echo Sounding Device, Machinery aft, Lloyd's A.C.P.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	63	0	0	J. D. No 1131	24/7/36
	2nd "	52	3	7	J. D. No 1121	21/7/36
	3rd "	46	3	14	J. D. No 1134	24/7/36

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 105.4 ft., R.Q.D. ft., Bridge 42.5 ft., Forecastle 45.25 ft.
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

No. and Material of Decks 1 Dk 2nd Dk clear of cargo tanks

Official No. 165354; Signal Letters

Is bottom of vessel coated with cement

Bitumen in fore & peak tanks
Cemented plates at seams in tanks If not give particulars of composition

Pt Cement. Pt Asph.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		224
Double bottom, under Engines and Boilers,			After peak tank,		200
Double bottom, if under Engines only,	75'-0"	175	Deep tank, aft, <i>Cofferdam</i>	3'-5	188
Double bottom, if under Boilers only,			Deep tank, forward,	33'-75	434
Double bottom, forward,			Other tanks, if fitted, <i>3rd Cofferdam</i>	3'-5	187
Total length of Double Bottom including 1 Cofferdam @ 2'-6" = 77'-6"			Total capacity of double bottom 175		
(If necessary, furnish further information by sketch.)					
* The wells are not to be included in the lengths of the tanks (See Circular No. 1284).					

Order for Special Survey No. 6566

Date 2.12.35

Dates of Surveys held while building

1935 Dec: 13 (1936) Jan: 15, 30, 31 Feb: 4, 6, 7, 10, 11, 12, 13, 14, 18, 19, 20, 21, 24, 25, 26, 27, 28
Mar: 2, 4, 5, 6, 9, 10, 12, 13, 16, 17, 18, 19, 20, 23, 25, 26, 27, 30, 31 Apr: 1, 2, 3, 6, 7, 8, 9, 10, 14, 15, 17, 20
22, 23, 24, 27, 28, 29, 30 May: 1, 6, 7, 8, 11, 12, 15, 18, 19, 20, 21, 22, 25, 26, 28, 29 June: 1, 2, 3, 5, 8
9, 11, 15, 17, 19, 24, 29, 30 July: 1, 6, 10, 13, 14, 15, 28, 31 Aug: 3, 5, 7, 10, 11, 12, 13, 14, 17, 19, 21, 24
26, 27, 28, 31 Sep: 1, 2, 3, 4, 11, 14, 15, 16, 22, 24, 29 Oct: 13 Nov: 17, 20, 30
Dec: 4, 7, 8, 10, 15
Total No. of Visits 132