

## STEEL STEAMER or MOTORSHIP.

Received at London Office 9 NOV 1939

State if Report has been sent on the Freeboard of the Vessel YESState if Report is sent on the Machinery of the Vessel YES

Date of completion of report

6 11 39

Port of

GLASGOW

No. 61720

Survey held at

GLASGOW

Date First Survey 24<sup>th</sup> Nov 1938Last Survey 30<sup>th</sup> October

1939

On the

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

SINGLE SCREW

DONACILLA

(MACHINERY AFT)

State Type

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

FULL SCANTLING

State Type of Erections Poop, Bridge &amp; Fore.

TONNAGE under Tonnage Deck

7221.37

CLASS 100A1

State if with freeboard

No

Built at SCOTSTOWN.

GLASGOW.

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Length from fore part of stem to after part of stern most on summer L.W.L. See Sec. 3 (1a)

L 460.0

Breadth (greatest moulded)

B 59.08

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

1st Longitudinal Number (L x D)

= 15640

2nd Numeral L x (B + D)

= 42817

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

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

13.52

Do. Long Bridge to top of keel

Draught Moulded

27'-4"

Launched 30<sup>th</sup> AUGUST 1939 Yard No. 57

Builders BLYTHSHOOD SHIPBUILDING CO. LD.

Owners ANGLO-SAXON PETROLEUM CO. LD.

Managers

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

Residence LONDON

Port of Registry LONDON

If surveyed while building, afloat, or in dry dock

BUILDING, AFLOAT &amp; DRY DOCK.

## REDUCED DIMENSIONS.

FEET.

464.9

59.5

33.9

## FRAMES, DOUBLE BOTTOM AND BEAMS.

FRAMES AS PER PAGE 5	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	FRAMES AS PER PAGE 5	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
Spacing amidships	31 1/2 & AS APP <sup>d</sup>	✓	Bracket Floors, Frame	✓	
from 1/2 length amidships to Collision bulkhead	31 1/2 & 27"	✓	Reversed Frame	✓	
in peaks	24"	✓	Vertical Struts	✓	
AMIDSHIPS, Angle, E or F	10 3 1/2 "44"	✓	Centre Girder, depth and thickness amidships	60 5/8	✓ 54
Extend up to TOP OF BILGE TO UPPER DECK WITH 2 SIDE STRINGERS & STRUTS AS APP <sup>d</sup>	✓		top Angles	4 4	✓ 52
FRAMES IN ENGINE SPACE	BA 10 3 1/2 "44"	✓	bottom Angles	5 5	✓ 54
Extend up to 230 3/4 & 31 1/4 WITH WEB FRAMES	✓		Side Girders, No. each side and thickness	3 1 2	✓ 46
of Framing Girder	1 SIDE STRINGER AS APP <sup>d</sup>	✓	Margin Plate depth (excl. of flange) and thickness	✓	54
DEEP TANK FORWARD	8 A.	✓	Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	6 6	✓ 46
Uppermost Continuous Deck, Angle, E or F	11 3 1/2 "44"	✓	Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	✓	
Second Deck, Angle, E or F	WITH SIDE STRINGER	✓	Gussets, spacing and scantling abaft 1/2 len. from stem	✓	
Third	WEB FRAMES	✓	Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	✓	
from 1/2 len. for'd. to 15% len. from Stem	AS APP <sup>d</sup>	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	96	✓ 46
in Peaks, Angle or F	8 3 1/2 "47"	✓	INNER BOTTOM PLATING.		
Center and Spacing of Rivets through Frame and Shell Plating amidships	7/8 R 2 1/2 "47"	✓	Breadth and thickness of Middle Line Strake	52 PLATING	✓
if Frame Joggled	YES	✓	Thickness of remainder in Holds	18 PLATING	✓
the scantlings and arrangements in the Panting Area in accordance with the Rules or as approved?	AS APPROVED	✓	Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Tankers and Boiler Room?	YES	✓
the scantlings and arrangements in way of the Bottom Forward in accordance with Rules and/or as approved?	AS APPROVED	✓	BEAMS.		
DOUBLE BOTTOM. IN DEEP TANK FORWARD.			Uppermost Continuous Deck, amidships	LONGITUDINAL BEAMS AS PER PAGE 5	✓
rs, Depth and thickness at mid-line in Holds	46 "40"	✓	in Wells, Angle, E or F	8 3 1/2 "40"	✓
Height of Brackets at side above base line at toe of frame	82"	✓	in way of Bridge, Angle, E or F	8 3 "42"	✓
Double Line Keelson, on Floors, Angles, E or F	"40 PLATING. STIFFENERS.	✓	AT CARGO SPACE FORWARD Spacing	EVERY FRAME	✓
Through Plate or Intercoastal Plate	11 3 1/2 "43 1/2 A"	✓	Second Deck, amidships, Angle, E or F	8 3 "40"	✓
Foundation Plate on Floors	EVERY FRAME	✓	" " " CARGO SPACE FORWARD Spacing	EVERY FRAME	✓
Flat Plate Keel Angles	4 4 "50"	✓	DEEP TANK FLAT FORWARD	8 3 "42"	✓
Keelsons, No. each side	ONE	✓	Third Deck, amidships, Angle, E or F	8 3 "42"	✓
thickness of Intercoastal Plate	"42"	✓	Spacing	EVERY FRAME	✓
Angles	8 3 "46"	✓	Fourth Deck, amidships, Angle, E or F	9 3 "38"	✓
DOUBLE BOTTOM. IN ENGINE SPACE ONLY.			Poop Deck, Angle, E or F	2 AS APP <sup>d</sup>	✓
Solid Floors, thickness and spacing	50 EVERY FRAME	✓	Spacing	EVERY FRAME	✓
Are Frame and Reversed Frame joggled?	YES	✓	Bridge Deck, Angle, E or F	7 3 "41"	✓
Bracket Floors, breadth and thickness at middle line	✓	✓	Spacing	EVERY FRAME	✓
breadth and thickness at margin plate	✓	✓	Forecastle Deck, Angle, E or F	10 3 1/2 "40"	✓
			Spacing	9 3 "42"	✓



## PILLARS AND DECKS.

		INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	
<b>PILLARS, No. of Rows..</b>	<u>LONGITUDINAL O.T. BHP (P&amp;S)</u> ✓				
	<u>IN WAY OF OIL TANKS.</u> ✓				
" in 'tween Decks, Size and Spacing.....	<u>PILLARING</u> ✓				
" " " " " "	<u>AT ENDS AS</u> ✓				
" in Holds " "	<u>APPROVED.</u> ✓				
" " " " " "					
<u>LONGITUDINAL</u>					
<u>Centre Line Bulkhead. (P&amp;S) OILTIGHT.</u> ✓					
Stiffeners and Spacing.....		10	3 1/2	44	EVERY FRAME. ✓
{ UPPER STR 26" x 40" ✓	{ LOWER STR 30" x 42" ✓				
{ FACE ANG. 3 1/2" x 3 1/2" x 42" ✓	{ FACE ANG. 3 1/2" x 3 1/2" x 44" ✓				
Plating, thickness of .....		43	-	39	✓
<b>STRINGERS AND DECKS.</b>					
<b>Uppermost Continuous Deck.</b>					
Stringer Plate, breadth and thickness in Wells		78 3/4	✓	80	✓ 78 ✓
" " " " in way of Bridge		78 3/4	✓	89	✓
" Angle in Wells & BRIDGE ✓		7	7	70	✓
Thickness of Plating abreast Deck openings		CENTRE STR	74	✓	
in way of Wells & BRIDGE ✓		A. STR (P)	58	✓	
		" (S)	74	✓	
		B. (P&S)	74	✓	
Thickness of Plating abreast Deck openings		C. (P&S)	58	✓	
in way of Bridge .....					
Thickness of Plating <u>ABREAST ENG. CASING.</u>		62	2	56	✓
within line of openings..					
If Sheathed, material and thickness .....		✓			
<b>Second Deck. IN WAY OF ENGINE SPACE</b>					
Stringer Plate, breadth and thickness in Wells...		54	✓	40	✓
Stringer Plate, breadth and thickness in way of Bridge .....					
Thickness of Plating abreast Deck openings					
in way of Wells ... <u>ENGINE CASING.</u> .....					
<u>SECOND DECK FORWARD.</u> ✓					
Thickness of Plating abreast Deck openings					
in way of Bridge ... <u>HOLD SPACE.</u> .....					
Thickness of Plating within line of openings...					
If Sheathed, material and thickness .....					
<u>DEEP TANK FLAT FORWARD.</u> ✓					
<b>Third Deck.</b>					
Stringer Plate, breadth and thickness.....		72"		40	✓
If Plated, state thickness.....				38	✓
<b>Fourth Deck.</b>					
Stringer Plate, breadth and thickness.....					
If Plated, state thickness .....					
<b>Poop Deck.</b>					
Stringer Plate, breadth and thickness .....		46	✓	37	✓
Plating, Sheathing, material and thickness ...		26 SHEATHED WITH 5" x 2 1/2" O. PINE			
		30 UNSHEATHED.	✓		
<b>Bridge Deck.</b>					
Stringer Plate, breadth and thickness.....		48	✓	43	✓ 41" ✓
Plating, Sheathing, material and thickness ...		30 INSIDE DECKHOUSE SHEATHED WITH 1 1/2" TEAKOID ✓			
		34 OUTSIDE DECKHOUSE UNSHEATHED.			
<b>Forecastle Deck.</b>					
Stringer Plate, breadth and thickness.....		40	✓	37	✓ 36" ✓
Plating, Sheathing, material and thickness ...		36 PLATING ✓			
		SHEATHED UNDER WINDLASS.	✓		

## SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	UPPER EDGES. State if joggled? <u>ORDINARY</u>			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 .....	57 ✓	.96 ✓	.78 ✓	.78 ✓		DOUBLE ✓	1" ✓	4.0 ✓	5R - 4R ✓	1 1/8" - 1" ✓	4 1/2" - 4" ✓	LAPPED. ✓
" <u>DECK</u> (if any)												
BOTTOM PLATING, No. of Strakes ..... H	A ✓ B ✓ D ✓	.67 ✓ .67 ✓ .64 ✓	.53 ✓	.53 ✓	.50 ENDS ✓	DOUBLE ✓	7/8" ✓	3 1/2" ✓	4R - 3R ✓	7/8" ✓	3 1/2" - 3 1/8" ✓	" ✓
BILGE PLATING, No. of Strakes ..... I		.64 ✓	.53 ✓	.53 ✓	.50 ENDS ✓	" ✓	" ✓	" ✓	" ✓	" ✓	" ✓	" ✓
SIDE PLATING, No. of Strakes ..... H		.64 ✓	.47 ✓	.47 ✓		" ✓	" ✓	" ✓	" ✓	" ✓	" ✓	" ✓
UPPER DECK, Sheer- strake in Wells.....	BRIDGE ENDS & POOP FRONT 54" x 1.19 ✓ { 47 ✓ 5 1/2 ✓	1.08 ✓ .99 ✓	.50 ✓	.47 ✓	.47 FORW. ✓				5R - 3R ✓	1 1/8" - 7/8" ✓	4 1/2" - 3 1/8" ✓	" ✓
UPPER DECK, Sheer- strake in Bridge ...	54 ✓	.99 ✓				DOUBLE ✓	1" ✓	4.0 ✓	5R ✓	1 1/8" ✓	4 1/2" ✓	" ✓
STRAKE BELOW Sheer- strake in Wells.....	83 3/4 ✓	.76 ✓	.47 ✓	.47 ✓	82 3/4 ✓	" ✓	1" ✓	4.0 ✓	4R - 3R ✓	1" - 7/8" ✓	4" - 3 1/8" ✓	" ✓
STRAKE BELOW Sheer- strake in Bridge ...	83 3/4 ✓	.76 ✓			82 3/4 ✓	" ✓	1" ✓	4.0 ✓	4R ✓	1" ✓	4" ✓	" ✓
POOP SIDE PLATING (1 STRAKE)		POOP FRONT .50 ✓ .40 ✓				SINGLE ✓	7/8" ✓ 3/4" ✓	3 1/2" ✓ 3" ✓	3R ✓ 2R ✓	3/4" ✓ 3/4" ✓	2 5/8" ✓	" ✓
BRIDGE SIDE PLATING (1 STRAKE)		BRIDGE ENDS .50 ✓ .44 ✓							3R ✓ 2R ✓	3/4" ✓	2 5/8" ✓	" ✓
FOREC'TLE SIDE PLATING (2 STRAKES)			.43 ✓			SINGLE ✓	3/4" ✓	3" ✓	1R ✓	3/4" ✓	2 5/8" ✓	" ✓

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— 17 ✓

Extending to Upper Deck (Sec. 3 c) 17 ✓

Deck next below ✓

As per <sup>App<sup>d</sup></sup> Rule 17. ✓

## STIFFENERS.

			Plating Thickness.	VERTICAL.		HORIZONTAL.		
				Scantlings.	Spacing.	Scantlings.	Spacing.	
<b>MIDSHIP BULKHEAD, Upper</b>								
"	"	<b>Second</b>	"			STRINGERS.	FACE ANGLE.	
"	"	<b>Third</b>	{ C <sup>2</sup> ✓ WINGS ✓	BA 51' - 41"	10 x 3 1/2 x 40	33" ✓	UPP 32 x 40 ✓ LOWER 33 x 40 ✓	BA ✓ 9.3 1/2 x 42 ✓ 10.3 1/2 x 58 ✓
"	"	<b>Holds</b> .....		BA. 50' - 40"	10 x 3 1/2 x 40	30" ✓	UPP 32 x 40 ✓ LOWER 32 x 40 ✓	3 1/2 x 3 1/2 x 44 ✓ 3 1/2 x 3 1/2 x 46 ✓
<b>COLLISION</b>					BA. 51' - 28"	9 x 3 1/2 x 50	24" ✓	DEEP TANK FLAT & SEMI BOX BEAM ✓
<b>AFTER PEAK</b>					BA. 50' - 30"	10 x 3 1/2 x 40	24" ✓	BOILER FLAT & STRINGER ✓

## FORGINGS and CASTINGS.

	Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted
<b>KEEL, Bar</b> .....	FLAT PLATE KEEL ✓			
<b>STEM</b> .....	ROLLED STEEL	10 3/4 x 2 3/4 ✓		
<b>STERN FRAME</b> {	Propeller Post .....	CASTING ✓	AS PER APP <sup>d</sup> PLAN ✓	STORMMENS ✓
{	Rudder " .....	-	AS PER APP <sup>d</sup> PLAN ✓	VERKSTED ✓
<b>Speed of Vessel</b> .....	12K ✓			
<b>RUDDER—Type</b> .....	SIMPLEX	BALANCED ✓		
" A x D .....	387 ✓			
" Diam. of head .....	FORGING	11" DIA <sup>s</sup>	STORMMENS ✓	
" Mainpiece at top pintle .....	"	10" "	VERKSTED ✓	
" " heel ...	✓	✓		
" how constructed .....	BUILT & WELDED	AS PER APP <sup>d</sup> PLAN ✓		
" double or single plate coupling, vertical or horizontal .....	DOUBLE PLATE ✓	HORIZONTAL ✓		

STEEL.

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

COLVILLES L<sup>D</sup>.

DORMAN LONG & CO LD.

CONSETT IRON CO.

STEEL COMPANY OF SCOTLAND LTD.

Has the Steel been tested as required by the Rules? YES.

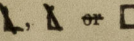

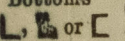

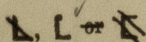

## OPEN HEARTH PROCESS

EN HEARTH PROCESS

Lloyd's Register  
Foundation



## PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.								
		In Ship.			In Ship.				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.		Diam.	Speng.		Number.	Diameter.				
Framing of  or 																	
Frames in Bridge 'tween Decks ...		TRANSVERSE FRAMING IN POOP, BRIDGE & FOCLE. ✓															
Frames from Uppermost Continuous Deck No. 1		17	4	4	4	52/68	17	4	4	4	52/68	7/8	5/4	3 1/8	For 11 R	18	7/8
" 2		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
" 3		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
" 4		LONGITUDINAL O. T. BULKHEAD (P & S) ✓															
" 5		17	4	4	4	52/68	17	4	4	4	52/68	"	"	"	"	"	"
" 6		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
" 7		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
" 8		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
" 9																	
" 10																	
" 11																	
" 12																	
" 13																	
" 14																	
" 15																	
" 16																	
Spacing of Longitudinal Frames		Amidships			2'-9" CENTRE TANKS ✓ 2'-6" WING TANKS ✓												
		At Ends			2'-9" CENTRE TANKS ✓ 2'-6" WING TANKS ✓												
Double Bottoms  or 		TRANSVERSE FRAMING IN DOUBLE BOTTOM															
Tank Top Longitudinals																	
Bottom																	
Spacing of Longitudinals		Amidships			AS PER PAGE 1 ✓												
		At Ends...															
Transverses.																	
Side (in 'tween Decks)		TRANSVERSE FRAMING IN POOP, BRIDGE & FOCLE. ✓															
Depth and Thickness		37	✓	44	✓	37	✓	44	✓								
Face Angles		6	✓	4	✓	60	✓	6	✓	4	✓	60	✓				
Lugs to Shell		6	✓	6	✓	44	✓	6	✓	6	✓	44	✓	7/8	3 1/2 x 4	✓	
Bottom Side (in Hold)																	
Depth and Thickness		40	✓	44	✓	40	✓	44	✓								
Face Angles		6	✓	4	✓	60	✓	6	✓	4	✓	60	✓				
Lugs to Shell		6	✓	6	✓	44	✓	6	✓	6	✓	44	✓	7/8	4 x 4 8	✓	
Wing Tanks																	
Depth and Thickness		3 1/2	✓	3 1/2	✓	44	✓	3 1/2	✓	3 1/2	✓	44	✓				
Face Angles		44	✓			44	✓										
Lugs to Shell		10'-6"	✓			10'-6"	✓										
Bottom IN CENTRE TANKS																	
Back Bars																	
Brackets																	
Spacing of Transverse Frames		10'-6"			10'-6"												
State if joggled or liners.																	
Longitudinal Beams of  or 		TRANSVERSE FRAMING. ✓															
Bridge Deck																	
Upper		9	✓	3 1/2	✓	43	✓	9	✓	3 1/2	✓	43	✓	2'-9" CENTRE TANKS ✓ 2'-6" WING " ✓			
Second																	
Third																	
Transverse Beams.																	
Plate.																	
Face Angles.																	
Any Departure from Approved Plans to be Noted.																	

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.



EQUIPMENT No. 44655 ✓												LETTER c/ ✓		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.				
38796	1st Bower ...	74	0	14	STOCKLESS			56	0	0	0	73½	BYERS IMPROVED.	NOT STATED.	SUNDERLAND. 12-5-39 J. H. BUTLER.	
38785	2nd „ ...	74	0	0	"			55	15	0	0	73½	D°	D°	APRIL 26-4-39 J. H. BUTLER.	
38513	3rd „ ...	73	0	0	"			55	5	0	0	72½ 73½	D°	D°	SEPTEMBER 5-1938. SUNDERLAND R. BUTLER.	
	Collective weight.	221	0	14	✓							220½ 219½				
52349	Stream .....	22	0	21	5	2	12	✓	22	11	1	0	22 ✓	RODGERS FORGED.	D°	CADLEY HEATH. 17-5-39 S. C. PAUL. ✓

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.	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.	
39914	300	2 <sup>3</sup> / <sub>4</sub>	106.9	149 <sup>6</sup> / <sub>8</sub>	894-3-0	890 <sup>1</sup> / <sub>4</sub>	300	2 <sup>3</sup> / <sub>4</sub>	STUD LINK.	NOT STATED.	CARDIFF 14.3.39 L.L. WRIGHT.	TOWLINE...	130	5 <sup>3</sup> / <sub>4</sub>	77.5	130	5 <sup>3</sup> / <sub>4</sub>		
	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓								
												HAWSERS & WARPS }	2½100	3 <sup>3</sup> / <sub>4</sub>	21.7	2½100	2 <sup>3</sup> / <sub>4</sub>		
												"	2½100	3 <sup>3</sup> / <sub>4</sub>	21.7	2½100	2 <sup>3</sup> / <sub>4</sub>		
		Or.						Or:				"							
Iron Stream Chain or Steel Wire	120	5	52.8				120	5"	S.S.N.	✓									

Steering Gear, Type (Power or hand) *by Hastie & Co. Greenock.* ✓ Alternative Means of Steering *by relieving tackle to winch on Poop Deck.* ✓

Steering Chains (Size and Test) *Telemotor Gear.* ✓ Windlass *steam by Emerson Walker Ltd* Boats *4 lifeboats & 1 dinghy.* ✓

Ceiling in <sup>Cargo</sup> Hold, thickness and material *None.* ✓ Cargo Battens, thickness, material and spacing *2½ x ½ lops Speed 9" in Hold & 1st Deck forward* ✓

{ OIL TANK & Cargo Hatchways.-(Upper Deck) *Steel beamings & angles.* ✓ Thickness of Hatches *Hinged steel covers.* ✓

Size of Hatchways No. 1 (Fwd.) *CARGO HATCH. 8'-0" x 10'-0" No. 2 OIL HATCHES 4'-6" x 3'-6" No. 3 No. 4 No. 5 No. 6*

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

Builder's Signature *John W Stewart* 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 *MOTORSHIP.*  
(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 (where required to be inserted in the Notation).

*This vessel has been built in accordance with the Approved Plans, the Secretary's letters of various dates & in general conformity with the Society's Rules for the class contemplated. The workmanship & materials are good. ✓*

*The cargo Tanks; Oil Fuel Bunkers & Settling Tanks; Cofferdams; Lubricating Oil Tanks; Fore Peak Tank; Deep Tank forward; After Peak Tank; & the Double Bottom Tanks in the Engine Space were tested as required by the Rules & found satisfactory. ✓*

*Oil fuel is carried in Deep Tank forward; Oil fuel bunkers at fore end of Machinery Space & in Double Bottom in Engine Space; Flash Point above 150°FHT. Section 20 of the Rules complied with where applicable. ✓*

*Weather Decks have tested & found satisfactory. Freeboard verified & marks put in. ✓*

*Steering Gear & Windlass tried under working conditions & found satisfactory. ✓*

*Interim Certificate issued. ✓ Copy attached. ✓*

The amount of Entry Fee ..... £ 11 : 0 : 0 Fees applied for, *7 - NOV 1939* (Special notations, where part of class, to be stated.)

Special Survey Fee.... £ 604 : 4 : 9

*FREEBOARD.*  
Travelling Expenses, if any £ 19 : 0 : 0  
DAMAGE 5 : 5 : 0

Received by me, *9/11/1939*

I am of opinion the Vessel should be Classed *100A1*  
"CARRYING PETROLEUM IN BULK"  
"LONG FRAMING AT BOTTOM & AT DECK"

State whether the Vessel has been built under Special Survey *YES.*

Signature *R. Dunsmuir.*  
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *GLASGOW* Date of issue *11/11/39.*

Committee's Minute *GLASGOW 7 - NOV 1939*

Character assigned *1-100A1 10.39*  
*Lloyd's Assoc. Carrying Petroleum in Bulk*

*Longitudinal Framing at Bottom & at Deck*  
*1- Lmc 10.39, oil tank, 50 180 lb.*



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 to *M/V "DARINA"* Sls Rep N° 61407.

List of Plans

1. Midship Section
2. Profile & Deck
3. Transverse O.T. Bulkhead.
4. Sternframe
5. Rudder.
6. Stringers in Oil Tanks.
7. after end framing
8. Fore end framing
9. Sections thro' N° 1 & 2 Tanks.
10. Web Frames & Side Stringers in Machinery Space.
11. Shell at Breaks of Poop & Bridge.
12. Peak bulkheads.
13. Pump Seats.
14. Shackles for Steering Gear.
15. Modification to Stringers forward.
16. Ribeting List.
17. Engine Seating.
18. Stringers A & B at bulkhead 159.
19. Forward Lofferdam Bulkheads.
20. Oil piping arrangements
21. S in Pump Rooms.
22. Auxiliary Steering Gear.
23. Mast Plan.
24. Section from Fore Peak Flat.
25. Pumping Arrangements.

Forging & Casting Reports

Rudder stock  
Sternframe  
Rudder  
Main & Spare tillers.

PARTICULARS OF ELECTRIC WELDING (if employed) Simplex Balanced Rudder.

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; Oil Engine, Machinery aft, Ruaser Stern, Flays A & CP, "Wholes", Echo Sounding, Direction Lender, 10" & Second deck clear of oil tanks

Particulars of Drop Test of Cast Steel Anchors, viz. :— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower.	WEIGHT HEAD & PIN. 50 - 1 - 21	SURV. INIT. F.H.	N° CERT. 20180	DATE OF TEST. 23.9.38
	2nd "	50 - 0 - 21	R.D.	30278	14.10.38
	3rd "	47 - 0 - 7	J.D.	1786	7.7.38

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 92' 6 1/2 ft., R.Q.D. ft., Bridge 47' 2 1/2 ft., Forecastle 51' 0 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated  
Official No. 167349 Signal Letters G.C.M.C. Extreme Breadth over Belting Over-all Length 48' 2" 9"  
No. and Material of Decks 10" AND SECOND DECK CLEAR OF OIL TANKS.  
Parts of Bottom of Vessel coated with cement or approved composition PORTLAND CEMENT IN FORE PEAK & AFTER PEAK.  
CEMENT WASH IN COOLING WATER TANK.  
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,	23' 3"	143
Double bottom, under Engines and Boilers,	64' 4"	165	After peak tank,	16' 0"	89
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only, 2 COFFERDAMS	5' 1"		Deep tank, forward,	24' 9"	297
Double bottom, forward,			Other tanks, if fitted,	3' 0"	144
Total length (if continuous) and Capacity	69' 5"	165	(If necessary, furnish further information by sketch.) "AFT	3' 0"	163

Order for Special Survey No. 6432  
Date 25.11.38  
Dates of Surveys held while building  
1938 Nov. 24 Dec. 2 (1939) Jan. 10.17.19.24.30 Feb. 1.3.8.10.15.16.20.22.24 Mar. 3.10  
13.20.27.30 Apr. 4.5.7.12.19.25.26.27 May. 1.3.4.10.15.18.22.26.31 June. 1.2.5.7.8.12  
19.21.27.29.30 July. 3.4.5.6.7.10.11.12.13.26.27.28.31 Aug. 1.2.3.4.7.8.9.10.11.15.18.21.25  
28.30 Sep. 19 Oct. 16.17.18.24.29.30  
Total No. of Visits 85

Rpt. 9a.

Port of

GLASGOW

Continuation of Report No. 61720 dated 30.10.39 on the

M/V. "DONACILLA"

(1) Damage stated sustained on 13th October 1939 through vessel's starboard side in way of Deep Tank forward coming in contact with quay wall, when shifting berth in James Watt Dock, Greenock.  
How done. Vessel placed in dry dock.

Shell (3) Plates numbered from forward.  
E strake N° 3 renewed. F strake N° 2 & 3 lower landing faired in place.  
Web Frame. Shell angle cropped, part renewed & butt of frame welded.  
Web plate cropped & part renewed. Angle stiffener on web removed & refitted. Side stringer bracket cut off & refitted.  
Ribeting adjacent to damage tested.  
Deep Tank tested as required & found satisfactory.  
All new & disturbed work painted.

(2) Damage stated sustained on the 27th October 1939 in James Watt Dock, Greenock through fouling fender.  
Damage on starboard side. Shell plate N° 9 from stem on 2nd strake below sheerstrake indented between two frames. L landings affected.  
How done. Shell plate N° 9 faired in place.

(3) Damage stated sustained on the 28th October 1939 in James Watt Dock, Greenock, through the armed trawler "EPINE" when canting in the dock, fouling the vessel on the Port Side.  
How done. Vessel placed in dry dock.  
Shell (P) Plates numbered from forward.  
N° 4 Plate, 2nd strake below sheerstrake, lower landing faired in place.  
N° 6 Plate, 3rd strake below sheerstrake, lower landing faired in place.  
Upper stringer faired in place & shock angle removed, faired & refitted.  
The above was confined to sixth frame space from after BL in N° 7 Tank.  
On completion of work shell was loose tested & found satisfactory.  
All new & disturbed work painted.

R. Dunsmuir