

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	TWO LONG ^t			Stringer Plate, width and thickness in way of Bridge	40 - 36
" in 'tween Decks, Size and Spacing	BULKHEADS THROUGHOUT			Thickness of Plating abreast Deck openings in way of Walls	34 - 32
" " " " " "	CARGO OIL TANKS, PUMP ROOMS COFFERDAMS AND OIL FUEL BUNKERS.			Thickness of Plating abreast Deck openings in way of Bridge	36 - 34
" " " " " "				Thickness of Plating within line of openings	-
" " " " " "				If Sheathed, material and thickness	-
LONGITUDINAL Bulkheads	BULB PLATE 10 x 45 @ 30"			Third Deck, DEEP TANK TOP FORWARD	40
Stiffeners and Spacing	WELDED TO PLATING			Stringer Plate, breadth and thickness	36
Also 24 x 40 WELD FR. WITH 5 1/2 x 3 1/2 x 40 SINGLE FACE BAR AT EACH TRANSVERSE.	30			If Plated, state thickness	-
Plating, thickness of				Fourth Deck.	
STRINGERS AND DECKS.				Stringer Plate, breadth and thickness	-
Uppermost Continuous Deck.	74 x 72			If Plated, state thickness	-
Stringer Plate, breadth and thickness in Wells				Poop Deck.	
" " " " in way of Bridge	7 7 72			Stringer Plate, breadth and thickness	30 - 26
" " " " Angle in Wells				Plating, Sheathing, material and thickness	2 1/2 TEAK SHEATHING.
Thickness of Plating abreast Deck openings in way of Wells	68 70 CENTRE STRAKE.			Bridge Deck.	
Thickness of Plating abreast Deck openings in way of Bridge				Stringer Plate, breadth and thickness	72 x 40
Thickness of Plating within line of openings	58			Plating, Sheathing, material and thickness	2 1/2 TEAK SHEATHING
If Sheathed, material and thickness				Forecastle Deck.	
Second Deck.				Stringer Plate, breadth and thickness	38
Stringer Plate, breadth and thickness in Wells	36			Plating, Sheathing, material and thickness	36
EXCLUDING LOCAL INCREASES AT STERN FRAME AND IN WAY OF HANSE PIPES.					50 UNDER WINDLASS.

SHELL PLATING.

RIVETING.

		AS IN VESSEL.		ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.		TOP EDGES.		BUTTS.	
STRAKES.		AMIDSHIPS.		FORWARD.	AFT.	SINGLE OR DOUBLE.	NO.	NO. OF ROWS OF RIVETS.	RIVETS.
		Breadth.	Thickness.	Thickness.	Thickness.				
Flat Plate Keel	A	53	99	77	77	DOUBLE	1 1/4		WELDED.
	B		65	60	61	"	7/8	3 1/2	"
	C		65	55	51	"	"	"	"
	D		65	55	51	"	"	3 1/3	AT TANK FR.
Bottom Plating, No. of Strakes	E		65	50	51	"	"	"	"
Bilge Plating, No. of Strakes	F		65	50	51	"	"	"	"
Side Plating, No. of Strakes	G		63	47	47	"	1	3 3/4	"
Upper Deck, Sheer-strake in Wells	H	67 1/2	98	48	47	BRIDGE SIDE PLATING CARRIED DOWN TO DECK.			"
Upper Deck, Sheer-strake in Bridge	I		115	-	-	DOUBLE	1	3 3/4	"
Strake below Sheer-strake in Wells	J	81	82	47	47	"	1 1/8	4 2/7	"
Strake below Sheer-strake in Bridge	K		"	-	-	SINGLE	3/4	3	"
Poop Side Plating	L			40	40	ONE STRAKE.			"
Bridge Side Plating	M		44	50	60	SINGLE	3/4	3	"
Forecastle Side Plating	N			44					"

WATERTIGHT BULKHEADS.

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

		STIFFENERS.	
SCANTLINGS OF END BULKHEADS. IN WAY OF 40 FT TANKS AS APPROVED.	Plating Thickness.	VERTICAL.	HORIZONTAL.
		Scantlings.	Spacing.
O.T. WING TANKS.		26 x 50 FL 3	20 x 0 1/2
MIDSHIP BULKH'D, Upper 'tween decks	50	12 x 425 B.F.	31 1/2
CENTRE.	50	DO.	30 x 50 FL 3
Second		29 x 31	20 x 0 1/2
Third		VERTICAL WEB AT 2 5/8 x 50	20 x 0 1/2
Holds		WITH 22 x 60 FACE PLATE.	11 x 6 1/2
		AND AS APPROVED.	
COLLISION		7 x 3 1/2 x 46 3/8	22 1/2
AFTER PEAK		6 x 3 1/2 x 40 1/4	13 x 9
		50 x 305 x 3 x 49 x 24	2 BOILER PLAT.
		4 ANGLES WELDED TO PLATING.	

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Box		FLAT PLATE KEEL		
STEM		ROLLED STEEL 10 x 2 3/4		
STERN FRAME	Propeller Post	CAST STEEL AS APPROV.		
	Rudder	FORGED STEEL 10" DIA.		
Speed of Vessel		11 1/2 KNOTS.		
RUDDER-Type		STREAMLINED DOUBLE PLATE.		
" A x D		384		
" Diam. of head		FORGED STEEL 11" BEARDMORE		
" Mainpiece at top pintle		RUDDER BLADE FORMS MAINPIECE.		
" heel		CAST STEEL TOP ARM-BEARDM		
" how constructed		PLATES WELDED.		
" double or single plate coupling, vertical or horizontal		DOUBLE 69		
		HORIZONTAL.		


STEEL.

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

COLVILLES, THE STEEL CO. OF SCOTLAND, THE LANARKSHIRE STEEL CO. LD. THE CLYDE ALBANY STEEL CO. LD.

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

"BRITISH CONSUL"
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. Ins.	Speng. Ins.		Number.	Diameter. Inches.
Framing of 												
Frames in Bridge 'tween Decks ...												
Frames from Uppermost Continuous Deck CENTRE.	No. 1	17 x 4 x 4 x .48	✓	17 x 4 x 4 x .48	✓	68		7/8	5 1/4	3 1/8 FOR 10 RIVS.	BRACKETS WELDED.	
	" 2	"	✓	"	✓			"	"	"	"	
	" 3	"	✓	"	✓			"	"	"	"	
	" 4	"	✓	"	✓			"	"	"	"	
	" 5	"	✓	"	✓			"	"	"	"	
	" 6	LONGITUDINAL		BULKHEAD.								
	" 7	17 x 4 x 4 x .48	✓	17 x 4 x 4 x .48	✓	68		7/8	5 1/4	3 1/8 FOR 10 RIVS.	BRACKETS WELDED.	
	" 8	"	✓	"	✓			"	"	"	"	
	" 9	"	✓	"	✓			"	"	"	"	
	" 10							RIVETS IN BOTTOM LONGITUDINALS				
	" 11							SPACED. 4" THROUGHOUT				
	" 12							NOS 1. AND 2. CENTRE TANKS.				
	" 13											
	" 14											
	" 15											
	" 16											
Spacing of Longitudinal Frames	At Ends	29' 30" & 31" IN CENTRE TANKS.		29' 30" & 31" IN CENTRE TANKS.								
	At Ends	31 1/2 IN WING TANKS.		31 1/2 IN WING TANKS.								
able Toms or	Tank Top Longitudinals											
	Bottom											
ng of Longitudinals	Amidships	—		—								
	At ends...											
Transverses.												
Depth and Thickness												
Face Angles												
Lugs to Shell*												
Depth and Thickness		36 x .44	✓	36 x .44	✓							
Face Angles SINGLE		3 1/2 x 3 1/2 x .44	✓	3 1/2 x 3 1/2 x .44	✓							
Lugs to Shell*		6 x 6 x .44	✓	6 x 6 x .44	✓	JOGGLED		7/8	3 1/2			
Depth and Thickness		54 x .48	✓	54 x .48	✓							
Face Angles DOUBLE		9 x 3 1/2 x .60	✓	9 x 3 1/2 x .60	✓							
Lugs to Shell*		6 x 6 x .48	✓	6 x 6 x .48	✓	JOGGLED		7/8	4			
Back Bars		3 1/2 x 3 1/2 x .48	✓	3 1/2 x 3 1/2 x .48	✓	FOR 3 SPACES NEXT TO LONG. AND.						
Brackets		.48	✓	.48	✓							
acing of Transverse Frames...		10: 0"	✓	10: 0"	✓							
udinal CENTRE Bridge Deck												
ns of TANK.	Upper DECK	8 x 3 1/2 x .42	✓	8 x 3 1/2 x .42	✓		30'					
	Second	8 x 3 1/2 x .45	✓	8 x 3 1/2 x .45	✓		3 1/2					
	Third											

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

EQUIPMENT No. 46322-5

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. PER.	Where and when tested, and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.			
30617	1st Bower	82	3	0	STOCKLESS			60	0	0	0	BYERS IMPROVED TYPE. CAST STEEL HEAD.	W.L. BYERS & CO. LD.	LOW WALKER 31-12-49. R.J. VOGAN.
30518	2nd "	81	3	12	"			59	10	0	0	"	"	LOW WALKER 31-12-49. R.J. VOGAN.
30488	3rd "	70	1	0	"			54	0	0	0	"	"	LOW WALKER 21-12-49. R.J. VOGAN.
	Collective weight	234	3	14							232			
30483	Stream	29	2	21	"			28	8	3	0	23 1/2 EX STOCK.	"	LOW WALKER 20-12-49. R.J. VOGAN.

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.	
	Fathoms.	Diam.	Stations.	Break-ing.	Supplied.	Per Rule.		Fathoms.	Diam.					Fathoms.	Ins.		Fathoms.	Ins.
12741	300	2 1/2	112.5	157.5	954-1-21.	940		300	2 1/2	STUD LINK.	NETHERTON 31-1-50. H. MURPHY.		TOWLINE	130	5 1/2	84.4	130	5 1/2
14941					END SHACKLE FOR CABLE. 12 1/2 51-0 - 1-10						NETHERTON 31-1-50. H. MURPHY.		HAWSERS & WARPS	2@100	3	25.7	2@100	2 3/4
Iron Stream Chain or Steel Wire	120	4 3/4						120	4 3/4									

Steering Gear, Type (Power or hand) STEAM - HYDRAULIC GEAR. (HASTIE.) Alternative Means of Steering BLOCKS & TACKLE.

Steering Chains (Size and Test) NONE. Windlass STEAM EMERSON WALKER Boats 4.

Ceiling in Holds, thickness and material NONE. Cargo Battens, thickness, material and spacing NONE.

Hatchways.—(Upper Deck) STEEL PLATES & ANGLES AT FORE HOLD. STEEL CORRUGATIONS 12" HIGH AT CARGO TANKS. Thickness of Hatches STEEL COVERS.

Hatchways No. 1 (Fwd.) 6'-9" x 10'-0" No. 2 CARGO OIL TANK HATCHWAYS 4'-0" DIA. No. 3 No. 4 No. 5 No. 6

Number of Shifting Beams Fore and Afters ONE STEEL FORE & AFTER AT NO. 1 HATCH.

For HARLAND AND WOLFF, LIMITED.

Builder's Signature.

Cowan 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. OIL TANKER. 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).

VESSEL HAS BEEN BUILT IN CONFORMITY WITH THE SOCIETY'S RULES AND REGULATIONS AND THE SECRETARY'S LETTERS.

SCANTLINGS AND ARRANGEMENTS ARE IN ACCORDANCE WITH, OR EQUIVALENT TO THOSE SHOWN ON THE APPROVED PLANS.

MATERIALS AND WORKMANSHIP ARE GOOD.

OIL TANKS, OIL FUEL BUNKER & SETTLING TANKS, FORWARD & AFTER COFFERDAMS, DEEP TANK FORWARD, FORE & AFT PEAK TANKS

DOUBLE BOTTOM TANKS & COFFERDAM, BULKHEADS AND DECKS HAVE BEEN TESTED AS REQUIRED BY THE RULES & FOUND SATISFACTORY.

BOARDS HAVE BEEN VERIFIED AND MARKS CUT IN ON THE VESSEL'S SIDES.

E SUCTIONS HAVE BEEN TESTED AND FOUND SATISFACTORY.

STEERING GEAR AND WINDLASS HAVE BEEN TESTED UNDER WORKING CONDITIONS AND FOUND SATISFACTORY.

FUEL IS CARRIED IN OIL BUNKERS AFT, DEEP TANK FORWARD AND DOUBLE BOTTOM IN ENGINE ROOM. SECTION 20 OF THE RULES

APPLIED WITH, F.P. OF OIL FUEL ABOVE 150°F.

A GENERAL DECLARATION LETTER IN ACCORDANCE WITH THE AMENDMENT TO CIRCULAR 1806 IS ATTACHED OWING TO REPORT.

HAVING BEEN WRITTEN BEFORE THE RECEIPT OF INSTRUCTIONS.

The amount of Fees: Fees applied for, 19 (Special notations, where part of class, to be stated.)

Special Survey Fee £1232

FREEBOARD FEE.

Travelling Expenses, if any £34

Received by me,

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.

Certificate to be sent to GLASGOW OFFICE.

Date of issue

29th Aug 1950

Signature

George Sullivan.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 20 JUL 1950

Character assigned

+ 100A1.

Carrying Petroleum in bulk.

Longitudinal framing at bottom & at deck.
Lloyd's A.C.P.+ LMC 7-50 Oil Engine
2 DB - 150 H.P.Lloyd's Register
Foundation

0168 313

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.)

SISTER VESSELS: BRITISH CAPTAIN GLASGOW REPORT NO. 74842

BRITISH COMMANDER GLASGOW REPORT NO. 75160

PLANS FORWARDED WITH GLASGOW REPORT NO. 74842

FORGING AND CASTING REPORTS ATTACHED

STERN FRAME

STERN FRAME BACK POST

RUDDER STOCK

RUDDER TOP ARM AND TWO RUDDER BEARING BUSHES

TILLER

EMERGENCY TILLER

AND STEERING GEAR CERTIFICATE

INTERIM CERTIFICATE ORIGINAL AND ONE COPY PLACED ON BOARD THE VESSEL

COPY HEREWITH

PARTICULARS OF ELECTRIC WELDING (if employed) BUTTS OF KEEL AND ALL SHELL PLATES, SEAMS OF O.T. LONG AND TRANSVERSE BHDS,

COFFERDAMS AND OIL FUEL BUNKERS, BOUNDARIES TO SHELL, DECK & BULKHEADS, STIFFENERS TO BHDS TOP & BOTTOM STIFFENER BRACKETS, TANK STRINGERS TO BHDS & SHELL, LONGS IN LIEU OF BACK BARS, SIDE STRINGERS TO SHELL IN E.R. & FOREHOLD, F.P. STRINGERS & TANK TOP TO SHELL & BHD, FOREDEEP TANK TOP, SEAMS & BOUNDARIES, SEAMS, BOUNDARIES & STIFFENERS OF COLLISION AND IN DEEP TANK, F.P. BHD TO SHELL, F.P. & A.P.

STIFFENERS, UPPER & 2ND DECK STRINGERS AT ENDS TO SHELL, BOILER ROOM AND 2. FLAT TO SHELL, CARGO PUMP ROOM SEATS TO SHELL & BHDS.

F.W. TANK BHDS, STIFFENERS AND BOUNDARIES, CARGO HATCHWAYS, RUDDER AND OTHER DETAILS.

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 DECK

1. DECK, 2ND DECK CLEAR OF CARGO TANKS, PART ELECT WELDED, CRUISER STERN

LLOYD'S R. & C.P. MACHINERY AFT, OIL ENGINE, WIRELESS, DIRECTION FINDER, ECHO

SOUNDER, GYRO COMPASS, RADAR.

RADAR Equipment (State if fitted) ☒ YES

State Type or Pattern No. MARK I.A. - 4 RANGE SET SERIAL NO 1084

State Name of Supplier } MAKER COSSOR
and COSSOR HOUSE
Highbury Grove,
LONDON, N.S.

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

1st Bower	52-0-14 (INCL. PINS)	A.E.G.	1245	SUNDERLAND 26-10-49
2nd "	52-0-4 "	A.E.G.	1275	SUNDERLAND 12-11-49
3rd "	46-1-0 "	A.E.G.	3228	SUNDERLAND 28-11-49
STREAM	19-0-7 "	A.E.G.	3101	SUNDERLAND 25-10-49

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 98 ft., R.Q.D. — ft., Bridge 51 ft., Forecastle 45 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. 183236 Signal Letters G.C.X.T Extreme Breadth over Belting NO BELTING Over-all Length 489.8

No. and Material of Decks 1. DECK, AND 2ND DECK CLEAR OF CARGO TANKS. STEEL.

Parts of Bottom of Vessel coated with cement or approved composition FORE PEAK, AFT PEAK, D.B. FEED TANK & D.B. COFFERDAM, CEMENT

FILLETS AT EDGES OF BOTTOM SHELL PLATING IN CARGO OIL TANKS, OIL BUNKERS, PUMP ROOMS, COFFERDAMS & OIL FUEL DEEP TANKS

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,		137.
Double bottom, under Engines and Boilers,	67.5	96.2	After peak tank,		86.3
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	31.6	418.8
Double bottom, forward,			Other tanks, if fitted,		
Total length (if continuous) and Capacity	67.5	96.2	(If necessary furnish further information by sketch.)		

Order for Special Survey No. 6956

Date 21-1-48

Dates of Surveys held while building

1948 Nov 16-22 Dec 3. 1949 Jan 14-24 Feb 1. 2. 8. 9. 14. 16. 28. 31. APR 5. 6. 11. 19. 21. 26 MAY 6. 9. 31. Jun 3. 15. 22 Jul 24. AUG 1. 2. 4. 22. 31. SEP 2. OCT. 3. 6. 11. 13. 24. 27. Nov 2. 10. 18. 22. 30. DEC 5. 8. 13. 16. 19. 23. 27. 29 1950 Jan 6. 9. 11. 12. 16. 19. 20. 21. 24. 26. 30. Feb 1. 2. 3. 6. 8. 10. 13. 14. 16. 20. 21. 28 MAR 2. 21. 22. 30. APR 5. 14. 24. 25. MAY 3. 9. 24. 26. 31. Jun 7.

Total No. of Visits