

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			Stringer Plate, breadth and thickness in way of Bridge	40" - 36"	✓
" in 'tween Decks, Size and Spacing			Thickness of Plating abreast Deck openings in way of Wells	34" - 32"	✓
" " " " " "			Thickness of Plating abreast Deck openings in way of Bridge	36" - 34"	✓
" in Holds			Thickness of Plating within line of openings	-	
" " " " " "			If Sheathed, material and thickness	-	
LONGITUDINAL Bulkheads			Third Deck, DEEP TANK TOP FORWARD		
Stiffeners and Spacing			Stringer Plate, breadth and thickness	40"	✓
24" x 40" WEB FR. WITH 3 1/2 x 3 1/2 x 40" FACE BAR AT EACH TRANSVERSE			If Plated, state thickness	36"	✓
Plating, thickness of			Fourth Deck		
STRINGERS AND DECKS.			Stringer Plate, breadth and thickness	-	
Uppermost Continuous Deck.			If Plated, state thickness	-	
Stringer Plate, breadth and thickness in Wells	74" x 72"	✓	Poop Deck.		
" " " " " in way of Bridge	" " "	✓	Stringer Plate, breadth and thickness	77 1/2" - 52" x 34"	✓
" Angle in Wells	7" 7" 72"	✓	Plating, Sheathing, material and thickness	30" - 26"	✓
Thickness of Plating abreast Deck openings in way of Wells	70"	✓	EXPOSED DK SHEATHED	2 1/2" TEAK	✓
Thickness of Plating abreast Deck openings in way of Bridge	-		Bridge Deck.		
Thickness of Plating within line of openings	58"	✓	Stringer Plate, breadth and thickness	72" x 40"	✓
If Sheathed, material and thickness	-		Plating, Sheathing, material and thickness	30"	✓
Second Deck.			EXPOSED DK SHEATHED	2 1/2" TEAK	✓
Stringer Plate, breadth and thickness in Wells	37" x 36"	✓	Forecastle Deck.		
			Stringer Plate, breadth and thickness	80 1/2" - 41" x 38"	✓
			Plating, Sheathing, material and thickness	36" 50" UNDER WINDLASS.	✓

SHELL PLATING.

SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL.				UPPER EDGES.				
	AMIDSHIPS.		FORWARD.	AFT.	ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.		BUTTS.		
	Breadth.	Thickness.	Thickness.	Thickness.			No. OF ROWS OF RIVETS.	RIVETS.	STRAPPED OR LAPPED.
Flat Plate Keel	53	99	84	83	77 AT ENDS.	DOUBLE	1	4	WELDED
" Dblg. (if any)	-	-	-	-	-	-	-	-	-
Bottom Plating, No. of Strakes	3 w	65	55	54	50 AT ENDS (OF OIL)	"	7/8	3 1/2	WELDED
Bilge Plating, No. of Strakes	1 w	66	54	54	" " " "	"	"	"	"
Side Plating, No. of Strakes	3	66	50	55	" " " "	"	"	"	"
Upper Deck, Sheer-strake in Wells	67 1/2	98	58	48	48 AT ENDS	"	7/8	3 1/2	"
Upper Deck, Sheer-strake in Bridge	"	1.15 AT POOP & BRIDGE ENDS	-	-	"	"	1	4	"
Strake below Sheer-strake in Wells	81	82	54	48	48 AT ENDS	DOUBLE	1	4	"
Strake below Sheer-strake in Bridge	"	82	-	-	"	"	1 1/8	4 1/2	"
Poop Side Plating	-	-	-	40	"	SINGLE	3/4	3	"
Bridge Side Plating	-	44	-	-	"	ONE STRAKE	-	-	"
Forecastle Side Plating	-	-	44	-	"	SINGLE	3/4	3	"

WATERTIGHT BULKHEADS.

AND O.T.	
Total No. of W.T. BULKHEADS in Vessel	16
Extending to Upper Deck (Sec. 3 c)	-
" Deck next below	-
As per Rule	APPROVED.

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	ROLLED STEEL	10" x 2 1/4"		
STEM	CAST STEEL	10" x 2 1/4"		
STERN FRAME	Propeller Post	AS APPVD.	W. BEARDMORE.	
	Rudder	FORGED STEEL	10" DIAM.	
Speed of Vessel	11 1/2 KNOTS.			
RUDDER—Type	STREAMLINED DOUBLE PLATE			
" A x D.	384			
" Diam. of head	FORGED STEEL	11"	W. BEARDMORE.	
" Mainpiece at top pintle	RUDDER BLADE			
" " heel	FORMS MAINPIECE			
" how constructed	PLATES E.W.			
" double or single plate coupling, vertical or horizontal	C.S. TOP ARM	W. BEARDMORE.		
	DOUBLE 59"			
	HORIZONTAL			

STIFFENERS.					
Plating Thickness.	VERTICAL.		HORIZONTAL.		
	Scantlings.	Spacing.	Scantlings.	Spacing.	
O.T. MIDSHIP BULKH'D.	WING TANKS				
" " "	Upper 'tween decks	50"	12" x 425 B.P.	31 1/2"	26" x 50. FL 3" 20' 0 1/2"
" " "	CENTRE	50"	" " "	29-31 1/2"	30" x 50. FL 3" 11' 6 1/2"
" " "	Second	50"	" " "	29-31 1/2"	30" x 50. FL 4" 20' 0 1/2"
" " "	Third	50"	54" x 50" AT CL.	22" x 63" FACE PLATE	36" x 50. FL 4" 11' 6 1/2"
" " "	Holds	AND AS APPVD.			
COLLISION	(in Hold)	14-28	8 1/2" x 46-38" x 24"	2 GIRDERS AND DEEP TANK TOP	
AFTER PEAK	"	50-30	5" x 3" x 36" x 24"	8 1/2" x 50" x 13-9" ABOVE & BOILER PLAT.	
			O.A. WELDED TOE ON.		

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture).	OPEN HEARTH.
	COLVILLES. STEEL COMPANY OF SCOTLAND. LANARKSHIRE STEEL CO.	
	Has the Steel been tested as required by the Rules?	YES.

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. Inches.	Rivets in Brackets to Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam. Ins.	Speng. Ins.		Number.	Diameter. Inches.
aming of C													
ames in Bridge between Decks													
ames from Uppermost Continuous Deck													
CENTRE LINE	No. 1	17" x 4" x 4" x .48			17" x 4" x 4" x .48				7/8	5/4	3/8 FOR 11 RNS	BKTS WELDED	
	2	"			"				"	"	"	"	
CENTRE TANK	3	"			"				"	"	"	"	
	4	"			"				"	"	"	"	
	5	"			"				"	"	"	"	
	6	LONGITUDINAL BULKHEAD.							-	-	-	-	
	7	17" x 4" x 4" x .48			17" x 4" x 4" x .48				7/8	5/4	3/8 FOR 11 RNS	BKTS WELDED	
WING TANKS	8	"			"				"	"	"	"	
	9	"			"				"	"	"	"	
	10								RIVETS IN BOTTOM LONGITUDINALS				
	11								SPACED 4" THROUGHOUT				
	12								N ^{OS} 1 & 2 CENTRE TANKS,				
	13								& N ^O 2 WING TANKS.				
	14												
	15												
	16	29" 30" & 31"			29" 30" & 31"								
ing of Amidships		IN CENTRE TANKS			IN CENTRE TANKS.								
adinal													
es	At Ends	3 1/2" IN WING TANKS.			3 1/2" IN WING TANKS.								
Tank Top Longitudinals													
Bottom													
ngitudinals	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" 3 1/2" .48"			3 1/2" 3 1/2" .48"								
Lugs to Shell		6" 6" .44"			6" 6" .44"		JOGGLED.		7/8	3 1/2"	4"		
Depth and Thickness		54" x .48"			54" x .48"								
Face Angles	DOUBLE	9" 3 1/2" .60"			9" 3 1/2" .60"								
Lugs to Shell		6" 6" .48"			6" 6" .48"		JOGGLED.		7/8	4"			
" " Back Bars		3 1/2" 3 1/2" .48"			3 1/2" 3 1/2" .48"		FOR 3 SPACES NEXT TO LONG ^T BHDS.						
Brackets		.48"			.48"								
Spacing of Transverse Frames		10'-4"			10'-4"								
Longitudinal Beams of	Bridge Deck												
CENTRE TANKS	Upper	8" 3 1/2" .45"			8" 3 1/2" .45"				30"				
WING TANKS	Upper	8" 3 1/2" .48"			8" 3 1/2" .48"				31 1/2"				
WING TANKS	Second												
	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. 16244.5

LETTER d.t.

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.					
51715	1st Bower	81	1	14	STOCKLESS	59	10	0	0	✓	81 1/4	✓	BYERS IMPROVED TYPE, N.L. BYERS & CO. LD. SUNDERLAND.	23.12.47.	HIBBS.	✓	
51714	2nd "	81	1	0	"	59	10	0	0	✓	81 1/4	✓	" " "	"	" "	✓	
51712	3rd "	70	2	0	"	54	0	0	0	✓	69 1/2	✓	" " "	"	" "	✓	
	Collective weight	233	0	14	✓						232	✓					
51619	Stream	29	2	21	✓	"	28	8	3	0	✓	23 1/2 EX. STOCK	✓	" " "	"	27.11.47. PHILLIPS.	✓

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.	Ins.	Stations.	Break-ing.	Supplied.	Per Rule.		Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
8413	300	2 1/2	112.5	157.5	944-2-7	940		300	2 1/2	STUD LINK	-	NETHERTON 19.2.48. NORMAN.	TOWLINE	130	5 1/2 (6x24)	84.4	130	5 1/2 (6x24)
8457	2 ATTACHMENTS EACH CONTAINING 3 OPEN LINKS FOR 2 1/2" CABLE AND SHACKLE FOR 1 3/8" CABLE		112.5	157.5	7-1-21	-					-	"	HAWSERS & WARPS	2x100 3"		25.7	2x100 2 3/4"	5.4
9285	END SHACKLE FOR 1 3/8" CABLE		34.0	51.0	-1-10	-					-	"	"	3x100 3 1/2"		35.2		
Stream Steel Wire	120	4 3/4 (6x24)	64.6					120	4 3/4 (6x24)									

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

Steering Chains (Size and Test) Windlass STEAM (EMERSON-WALKER) Boats 4 x 26'-0" (INC. 1 MOTOR)

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

Cargo Hatchways.—(Upper Deck) AT NO. 1. STEEL PLATES & ANGLES AT OIL HATCHES. STEEL PLATE COAMINGS 12" HIGH Thickness of Hatches STEEL COVERS

Size of Hatchways No. 1 (Fwd.) 6'-9" x 10'-0" No. 2 6'-0" x 4'-0" No. 3 - No. 4 - No. 5 - No. 6 -

Number of Shifting Beams and/or 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).

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

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

THE MATERIALS & WORKMANSHIP ARE GOOD.

CARGO OIL TANKS, OIL FUEL BUNKERS & SETTLING TANKS, FORWARD & AFTER COFFERDAMS, DEEP TANK FORWARD, FORE & AFT PEAK TANKS, DOUBLE BOTTOM TANKS & COFFERDAM, BULKHEADS & DECK HAVE BEEN TESTED TO RULE REQUIREMENTS & FOUND SATISFACTORY.

FREEBOARDS HAVE BEEN VERIFIED & MARKS CUT IN ON VESSEL'S SIDES.

BILGE SUCTIONS HAVE BEEN TESTED WITH SATISFACTORY RESULTS.

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

OIL FUEL IS CARRIED IN OIL BUNKERS AFT, DEEP TANK FORWARD & DOUBLE BOTTOM IN ENGINE SPACE: SECTION 20 OF THE RULES COMPLIED WITH, F.P. OF OIL FUEL ABOVE 150° F.

The amount of Entry Fee £ - - - - -

Special Survey Fee £ 776: 0: 0

FREEBOARD FEE

Travelling Expenses, if any £ 19: 0: 0

Fees applied for, 22 JUN 1948

Received by me, 19

(Special notations, where part of class, to be stated.)

I am of opinion the Vessel should be Classed + 100 A.I. CARRYING PETROLEUM IN BULK. LONGITUDINAL FRAMING AT BOTTOM & AT DECK.

State whether the Vessel has been built under Special Survey

YES.

Signature Wharmillan For H. DICKERSON & SELF.

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to GLASGOW OFFICE.

Date of issue 15/11/48

Committee's Minute

GLASGOW

22 JUN 1948

Character assigned

+ 100 A.I.

Carrying Petroleum in Bulk

Longitudinal Framing at bottom & at deck

Lloyds A & CP.

Undocked 10.5.48

+ LMC 6.48

T.S. (CL)

2 DB (150 lb.)

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Lloyd's Register Foundation

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.)

MIDSHIP SECTION (AS BUILT) FORWARDED IN ADVANCE.

LIST OF APPROVED PLANS

1. MIDSHIP SECTION.
2. FRAMING PROFILE.
3. STERNFRAME.
4. RUDDER.
5. TYPICAL O.T. TRANSVERSE BHD.
6. ENGINE SEATING & TANK TOP.
7. WEB FRAMES & SIDE STRINGERS IN MOTOR RM.
8. AFT END FRAMING.
9. O.F. BUNKERS & AFT COFFERDAM BHDS.
10. TRANSVERSE BHDS IN FOR^d CARGO OIL TANKS.
11. STEEL DECK'S.
12. E. & B. CASINGS.
13. FOR^d COFFERDAM BHDS.
14. FORE END FRAMING.
15. FRAMING IN NOS 1, 2, 8 & 9 WING OIL TANKS.
16. FORE PEAK BHD & CHAIN LOCKER.
17. DEEP TANK FOR^d.
18. MAIN DK HATCH TO FORE HOLD.
19. UPPER DK HATCH TO FORE HOLD.
20. CARGO PUMP SEATS.
21. AUXILIARY STEERING GEAR.
22. POOP DECKHOUSE & BOAT DK AFT.
23. PUMPING ARRANGEMENT AT ENDS.

FORGING AND CASTING REPORTS

STERNFRAME.
STERNFRAME BACKPOST.
RUDDER STOCK.
RUDDER TOP ARM & 2 BEARING BUSHES.
TILLER.
EMERGENCY TILLER.

INTERIM CERTIFICATE (PER SECRETARY'S LETTER 15-11-46)

ORIGINAL PLACED ON BOARD VESSEL 3-6-48
2 COPIES HEREWITH.

PARTICULARS OF ELECTRIC WELDING (if employed) KEEL BUTTS & ALL SHELL BUTTS. BUTTS OF UPPER DK PLATING & STRINGER.

TANK TOP SEAMS & BUTTS IN ENG. SPACE. FLOORS TO TANK TOP & GIRDERS UNDER ENGINES. BRACKETS OF BOTTOM LONGITUDINALS.
ENDS OF BOTTOM LONGITUDINALS TO SHELL IN LIEU OF BACK BARS. CARGO TANK STRINGERS TO SHELL & BHDS. SIDE STRINGERS IN
ENG. SPACE TO SHELL & WEBS. FORE HOLD STRINGERS TO SHELL. FORE PEAK STRINGERS & TANK TOP TO SHELL & BHD. DEEP TANK TOP
TO SHELL. UPPER & 2ND DECK STRINGERS TO SHELL AT ENDS. LONGITUDINAL BHDS TO SHELL. LONG & TRANSVERSE BHD STIFFNRS IN CARGO
TANKS TO BHDS & TOP BKTS TO STIFFNRS. FORE & AFT PEAK BHD STIFFNRS. FW. TANK BHD STIFFNRS & BOUNDARIES. OIL CARGO TANK
HATCH COAMINGS. RUDDER. 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 & AT DECK. CRUISER STERN. 1 DECK & 2ND DECK CLEAR OF CARGO TANKS. MACHINERY AFT.
OIL ENGINE. LLOYD'S A. & C.F. WIRELESS. DIRECTION FINDER. ECHO-SOUNDING DEVICE. GYRO-COMPASS. RADAR.

(INCL. PINS.)				
Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	49-3-21 ✓	J.H.J.	9026 2.4.47 ✓
	2nd "	49-3-21 ✓	J.H.J.	9021 20.6.47 ✓
	3rd "	44-3-7 ✓	C.S.F.	9768 5.9.47 ✓
	STREAM	19-3-7 ✓	A.E.G.	9497 9.5.47 ✓

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 98.0 ft., R.Q.D. ft., Bridge 46.5 ft., Forecastle 45.5 ft.

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

Official No. 181916 Signal Letters G.F.D.G. Extreme Breadth over Belting NO BELTING. Over-all Length 489'-11" (Circ. 1611) (Circ. 1703)

No. and Material of Decks 1 DECK & 2ND DECK CLEAR OF CARGO TANKS.

Parts of Bottom of Vessel coated with cement or approved composition FORE PEAK. AFT PEAK. D.B. FEED TANK IN ENGINE SPACE. D.B. COFFERDAMS IN
ENGINE SPACE. CEMENT FILLETS AT EDGES OF BOTTOM SHELL PLATING IN CARGO OIL TANKS, O.F. BUNKERS, PUMP ROOM, COFFERDAMS
& O.F. D.B. TANK IN ENGINE SPACE. CEMENT FILLETS IN WAY OF WELDING OF LONGITUDINAL BHDS TO SHELL, & TRANSVERSE BHD BOUNDARY BARS
Particulars of composition (if fitted) and of approval TO SHELL IN CARGO OIL TANKS.

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.
Double bottom, aft,	Feet.	Tons. S.W.	Fore peak tank,	Feet.	Tons. S.W.
Double bottom, under Engines and Boilers,	67.5 ✓	87.5 ✓	After peak tank,	16.6	86.3 ✓
Double bottom, if under Engines only,	-	-	Deep tank, aft,	-	-
Double bottom, if under Boilers only,	-	-	Deep tank, forward,	31.5 ✓	459.4 ✓
Double bottom, forward,	-	-	Other tanks, if fitted,	-	-
Total length (if continuous) and Capacity	67.5 ✓	87.5 ✓	(If necessary furnish further information by sketch.)	-	-

Order for Special Survey No. 6871

Date 11.9.46

Dates of Surveys held while building

1945 Oct. 23.25.31. Nov. 4.12.15.20.22.29. Dec. 4.9.11.27. 1947 Jan. 6.10.20.24.30. Feb. 4.5.11.12.24.26
Mar. 10.14.18.21.24.27 Apr. 1.4.9.16.22.24.29. May 1.2.7.12.14.31.28 Jun. 2.10.20.27. July 2.8.7.24.28 Aug. 19.27.29 Sep. 3.8.
15.22.23.25 Oct. 1.3.6.9.14.15.20.21.22.23.27.28.29.30.31. Nov. 4.5.6.7.8.10.11.13.14.15.17.18.19.20.22.24.25.26.28 Dec. 1.3.4.6.8.
9.11.16.24.26.30 1948 Jan. 6. Feb. 4.5.12. Mar. 9.24.30.31. Apr. 2.12.14.19. May 5.10.17.31 Jun. 1.2.

Total No. of Visits 125