

STEEL ~~STEAMER~~ MOTORSHIP.

Received at London Office

10 DEC 1924

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

8th Dec. 1924

Port of

Glasgow

No.

144226

Survey held at

Glasgow

Date First Survey

26th Nov 1923

Last Survey

6. 12. 1924

On the

(State if Machinery fitted with or without Tonnage Openings)

Twin Screw Motor Vessel 'COMLIEBANK'

State Type

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

Complete Superstructure with Tonnage Opening

State Type of Erections

None

TONNAGE under Tonnage Deck

4768.25

CLASS *+ 100 A1*

State if with freeboard as condition of Class

Yes

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 419.5

Launched 3rd Sept, 1924 Yard No. 662 G

Total

4768.25

Breadth (greatest moulded)

B 53.75

Builders *Thos. Harland & Wolff, Ltd.*

Gross Tonnage

5148.64

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

D 37.15

Owners *Bank Line, Ltd.*

Register Tonnage

3154.95

1st Longitudinal Number (L x D)

= 15684

Managers *Andrews Weir & Co.*

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

2nd Numeral L x (B + D)

= 38133

REGISTERED DIMENSIONS.
FEET.

Length

420.00

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

25.56

Residence *London*

Breadth

53.90

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

11.3

Port of Registry *Glasgow.*

Depth

26.50

Do. Long Bridge to top of keel

✓

If surveyed while building, afloat, or in dry dock

Draught Moulded

25-4 3/4

Building & afloat

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.
FRAMES, Spacing amidships	31 1/2	<i>✓</i>	Bracket Floors, Frame <i>13A</i>	9 3/4 3 1/2 4 1/2	<i>✓</i>
" " from 1/2 length to Collision bulkhead	27	<i>✓</i>	" " Reversed Frame <i>13A</i>	9 3 4 1/2	<i>✓</i>
" " in peaks	24	<i>✓</i>	" " Vertical Struts <i>13A</i>	9 3 4 1/2	<i>✓</i>
SIDE FRAMING.			Centre Girder, depth and thickness amidships	43 1/2 58	<i>✓</i>
Frame Amidships, Angle, <i>45°</i>	7 3 1/2 50	<i>✓</i>	" " top Angles <i>double</i>	3 1/2 3 1/2 54	<i>✓</i>
" " Extends up to	<i>Upper Dk.</i>	<i>✓</i>	" " bottom Angles <i>double</i>	8 5 56	<i>✓</i>
Reversed Frame Amidships, Angle	10 4 52	<i>✓</i>	Side Girders, No. each side and thickness	<i>One @ 42</i>	<i>✓</i>
" " Extends up to	<i>2nd Deck</i>	<i>✓</i>	Margin Plate depth (excl. of flange) and thickness	41 54	<i>✓</i>
Depth of Framing Girder	13 1/2	<i>✓</i>	" " Vertical Angle to Tank side Bracket <i>45°</i> len. from <i>stem</i>	3 1/2 3 1/2 46 double	<i>✓</i>
Frames in Uppermost Continuous 'tween Decks, Angle, <i>45°</i>	7 3 1/2 50	<i>✓</i>	" " Vertical Angle to Tank side Bracket <i>45°</i> len. from <i>stem</i>	6 6 46 single	<i>✓</i>
" " Second 'tween Decks, Angle, <i>[or]</i>	<i>✓</i>	<i>✓</i>	" " Gussets, spacing and scantling abaft 1/2 len. from stem	3 1/2 3 1/2 46 every	<i>✓</i>
" " Third " " " "	<i>✓</i>	<i>✓</i>	" " Gussets, spacing and scantling forward 1/2 len. from stem	40	<i>✓</i>
Framing in Peaks, <i>45°</i>	7 1/2 3 1/2 41 A.P.	<i>✓</i>	Tank Side Brackets, height above base line at toe of Frame and thickness	73 1/2 42	<i>✓</i>
Diameter and Spacing of Rivets through Shell Plating	7/8 5 1/4	<i>✓</i>	INNER BOTTOM PLATING.		
State if Frame Joggled	<i>Yes</i>	<i>✓</i>	Breadth and thickness of Middle Line Strake	62 1/2 52	<i>✓</i>
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Beams & Stringers See Approved Plan</i>	<i>✓</i>	Thickness of remainder in Holds	44	<i>✓</i>
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>See Approved Plan</i>	<i>✓</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>	<i>✓</i>
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships	<i>8 1/2 4 1/2 3 1/2 52</i>	<i>✓</i>
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, <i>[or]</i>	<i>✓</i>	<i>✓</i>
Middle Line Keelson, on Floors, Angles, <i>[or]</i>			Spacing	31 1/2	<i>✓</i>
" " Through Plate or Intercoastal Plate			Second Deck, amidships, Angle, <i>[or]</i>	<i>10 1/2 5 3 1/2 54</i>	<i>✓</i>
" " Foundation Plate on Floors			Spacing	31 1/2	<i>✓</i>
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, <i>[or]</i>		
Side Keelsons, No. each side			Spacing		
" " thickness of Intercoastal Plate			Fourth Deck, amidships, Angle, <i>[or]</i>		
" " Angles			Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, <i>[or]</i>		
Solid Floors, thickness and spacing	<i>42 every 3rd frame</i>	<i>✓</i>	Spacing		
" " Are Frame and Reversed Frame joggled?	<i>Yes</i>	<i>✓</i>	Bridge Deck, Angle, <i>[or]</i>		
Bracket Floors, breadth and thickness at middle line	37 1/2 42	<i>✓</i>	Spacing		
" " breadth and thickness at margin plate	37 1/2 42	<i>✓</i>	Forecastle Deck, Angle, <i>[or]</i>		
			Spacing		

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	✓	Stringer Plate, breadth and thickness in way of Bridge		✓	
,, in 'tween Decks, Size and Spacing.....		2 7/8 alt. frames	✓	Thickness of Plating abreast Deck openings in way of Wells		38	✓
,, " " " " " " ✓				Thickness of Plating abreast Deck openings in way of Bridge		✓	
,, in Holds " " ✓				If Sheathed, material and thickness		✓	
,, " " " " " " ✓				Third Deck.			
Centre Line Bulkhead.				Stringer Plate, breadth and thickness.....			
Stiffeners and Spacing.....		Channels 8, 9, 4 12 as Approved Plan	✓	If Plated, state thickness.....			
Plating, thickness of		32	✓	Fourth Deck.			
STRINGERS AND DECKS.				Stringer Plate, breadth and thickness.....			
Uppermost Continuous Deck.				If Plated, state thickness			
Stringer Plate, breadth and thickness in Wells		62 x 61	✓	Poop Deck.			
,, " " " " in way of Bridge ✓				Stringer Plate, breadth and thickness			
,, Angle in Wells		6 6 61	✓	Plating, Sheathing, material and thickness ...			
Thickness of Plating abreast Deck openings) in way of Wells		58	✓	Bridge Deck.			
Thickness of Plating abreast Deck openings) in way of Bridge			✓	Stringer Plate, breadth and thickness.....			
If Sheathed, material and thickness		P.P. 3	✓	Plating, Sheathing, material and thickness ...			
Second Deck.				Forecastle Deck.			
Stringer Plate, breadth and thickness in Wells...		57 1/2 x 40	✓	Stringer Plate, breadth and thickness.....			
				Plating, Sheathing, material and thickness ...			

SHELL PLATING.

[illegible]

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— 7			
Extending to Upper Deck (Sec. 3 c) Collision Bhd only			
,, Deck next below — Remaining 6 Bhds.			
As per Rule 1 to upper dk, 6 to 2nd dk.			
		STIFFENERS.	
	Plating Thickness.	VERTICAL.	HORIZONTAL.
		Scantlings. Spacing.	Scantlings Spacing
MIDSHIP BULKHEAD, Tween decks...			
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FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	Flat	plate keel.		
STEM	Forged Bar & Cast Fore Post.	9 3/4 x 2 7/8.	B. Colville & Sons Ltd. & Clyde Alloy Steel Co. Ltd.	
STERN FRAME {	Propeller Post	Casting	Twain Screw	Steel & of Scotland.
	Rudder		10 1/2" x 3 1/4"	
RUDDER—A x D		685		
Speed of Vessel		10 1/2 knots		
RUDDER mainpiece at head	Forging	11 1/2	Dennystown	
" " heel	"	8 1/2	Forge Co.	
" how constructed				Built. Arms shrunk on to mainpiece.
" double or single plate				Single plate.
" coupling, vertical or				Vertical coupling.
" horizontal				

STEEL.

Manufacturer's name or trade mark of the Steel used in the construction of the Vessel (state process of manufacture). *D. Colville & Sons Ltd, W.D. Beardmore & Co. of Scotland, Ltd. Open Hearth Process.*

Has the Steel been tested as required by the Rules? *Yes.*

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.			
86912	1st Bower ...	70	0	2	Stockless			54	0	0	0	65	Hall's (C.S. Head)	N. Hingley & Sons	Ketcherton, 5.6.24, H. Green
87201	2nd " ...	66	0	0	— " —			51	10	0	0	65	— " —	— " —	" , 6.11.24, "
87202	3rd " ...	64	0	21	— " —			50	12	2	0	64½	— " —	— " —	" , 6.11.24, "
	Collective weight.	200	0	23								194½			
87204	Stream	19	0	7	5	0	14	19	19	2	21	19	Rodgers (Forged W.I.)	— " —	" , 6.11.24, "

* App^d Sec⁴ to Letter M, 26/11/23. CHAIN CABLES.

HAWSEERS 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.		Testing Test of Steel Wire.	Length and Size per Table 53.	
	Length.	Diam.		Supplied.	Per Rule.	Cwts.	Length.	Diam.					Length.	Cir.		Length.	Cir.
69672	135	2 1/4	9 1/8	127 1/2	341.1.19				Steel	H. Hingley & Sons	Ketcherton, 28.7.24, H. Green	TOWLINE	90	5 1/4	80	90	5 1/4
69683	135	"	"	"	341.1.4				"	"	" 17.8.21, "	"	90	3	18	4 @ 90	3
76585	15	"	"	"	39.2.22				"	"	" 6.11.24, "	"	2 @ 90	8	Manilla	2 @ 90	8
76586	15	"	"	"	39.1.24				"	"	" 6.11.24, "	"	2 @ 90	7	"	2 @ 90	7
Stream	90	5	73	✓	761.3.13				F.S.W. Bullivant			"	2 @ 90	7	"	2 @ 90	7

Steering Gear, ~~Steam~~ Electro Hydraulic by Harland & Wolff Steering Gear, Hand none

Boats 2 @ 27x8.25x3.4, 2 @ 24x7.5x3 Steering Chains, Size and Test none Windlass 11x13" steam by Emerson Walker

Ceiling in Holds, thickness and material. 2 1/2" spruce under latches only Cargo Battens, thickness, material and spacing 6x2" spruce spaced 12" centres.

Cargo Hatchways. (Upper Deck) Steel coamings 30" above wood deck Thickness of Hatches 2 1/2"

Size of No. 1 Hatchway (Forward) 27.0 x 22.0 No. 2 31.5 x 22.0 No. 3 28.87 x 22.0 No. 4 26.25 x 22.0 No. 5 26.25 x 22.0 No. 6 26.25 x 22.0

Number of Shifting Beams and/or Fore and Afters 5 Shifting Beams in Nos 1, 2 & 3 latches; 4 in Nos 4, 5 & 6 latches. No fore & afters.

FOR HARLAND & WOLFF, LTD.

Builder's Signature

John Dickenson,
Managing Director

GENERAL DECLARATION The materials and workmanship are good. The vessel has been built in accordance with the approved plans & instructions, the Secretary's letters of various dates, and in conformity with the Rules for the class contemplated.

The Owners are aware that the vessel has been built in accordance with the Society's Proposed Rules (1923-4) — see Builders' letter.

The vessel is constructed to carry Oil Fuel in Nos 2, 3, 4, 6 & 7 double bottom tanks.

The deep tank is constructed for carrying Bean Oil.

The tanks, decks, bulkheads & tunnels have been tested in accordance with the Rules, and the requirements of Sec. 35 of the Rules have been complied with where applicable.

The freeboard has been verified & the freeboard marks cut in on the vessel's sides.

Freeboard £ 11 0 0
The amount of Entry Fee £ 9 : 0 : 0
Special Survey Fee.... £ 328 : 14 : 6
Travelling Expenses, if any £ : :
Fees applied for, 9.12.24.
Received by me, 24.12.24.

I am of opinion the Vessel should be Classed +100A1 with freeboard Carrying Bean Oil in Deep Tank.

State whether the Vessel has been built under Special Survey Yes
Certificate to be sent to GLASGOW Date of issue 6/12/25

Signature Geo. Webster Esq. Brimblecombe,
Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 9-DEC 1924

Character assigned +100A1
With freeboard
12.24
Lloyd's A+C.P.
+ LMC 12.24
Carrying Bean Oil in Deep Tank



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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.)

The vessel is a sister vessel to the same builders Yard N^o 643 G, 655 G, 656 G, & 662 G, M.V's "Inverbank", "Glenbank", "Birchbank" & "Bedarbank".

Plans enclosed:—

Midship Section.
Profile & Decks.
Stern Frame & Boss Arms.
Rudder.
Aft End Framing
Fore End Framing
W.T. Bulkheads.
Deep Tank.
Pumping Plan.
Hatch Plan.
Tunnel Plan.
Hatch End Beams.
Centre Line Bulkhead & Tween Deck Pillars.
Upper Deck Plan.
2nd Deck Plan.
Stern Bents & Beams.
Engine Seating.

Please return above plans for dealing with sister vessels.

A plan of Midship Section as built is also enclosed, together with the Forging & Casting Reports.

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

1st Bower	43.3.0	M.R.	353	6 4 13/3/24
2nd "	41.2.22	D.D.W.	102	9/10/24
3rd "	40.0.21	D.D.W.	105	9/10/24

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

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

2 decks (steel). Upper deck sheathed with 3" P.P.

Official No. 147937 ; Signal Letters KRTD.

particulars of composition { N^o 1 S.B. tank cement; N^o 2, 3, 4, 6 & 7 and Lubricating Oil Tank under Engines coated with Mineral Oil; N^o 5 Feed Water S.B. tanks & Cofferdams coated with Bituminous Solution & Enamel; Piston Cooling S.B. tank coated with Zinc White Paint. If bottom of Vessel has been coated Inside Yes give

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Salt Water Capacity.		Where Fitted.	*Length. Feet.	Salt Water Capacity.	
		Tons.				Tons.	
Double bottom, aft, W.B. or O.F.; W.B. = 350, O.F. = 323.	131.25	350		Fore peak tank, W.B.	21.08	106	
Double bottom, under Engines and Boilers, F.W. = 129; Lub. Oil = 31.	39.37	167		After peak tank, W.B.	18.87	132	
Double bottom, if under Engines only,				Deep tank, aft,			
Double bottom, if under Boilers only,				Deep tank, forward, 991 tons oil	31.5	1067	
Double bottom, forward, W.B. = 108; Remainder W.B. or O.F. W.B. = 496, O.F. = 457	185.87	604		Other tanks, if fitted, Oil tanks between tunnels = 233	115.0	251	
		Total capacity of double bottom	1121	(If necessary, furnish further information by sketch.)			

* The wells are not to be included in the lengths of the tanks.
Total length of Double Bottom Tanks = 356.5 feet.

Order for Special Survey No. 5588

Date

6. 10. 1923

Dates of Surveys held while building

1923 Nov. 26. 29 Dec 13 28 1924 Jan 8 14 21 25 Feb 11 12 14 22 Mar 19 26 Apr 11 15 30 May 6 12 21 27 Jun 10 18 25 26 27 30 July 1 2 3 7 9 10 11 14 16 30 Aug 1 4 6 7 11 13 28 29 Sep 1 2 8 Oct 17 15 30 Nov 4 10 17 19 20 21 25 26 Dec 2 6

Total No. of Visits

60