

STEEL STEAMER or MOTORSHIP.

Received at London Office 13 OCT 1930

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

11th October 1930 Port of Belfast

No. 10,483

Survey held at Belfast

Date First Survey 28th August 1929 Last Survey 25th September 1930

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

Steel Twin Screw Motorship "TWEEDBANK"

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

Complete Superstructure with Tonnage opening State Type of Erections ✓

TONNAGE under Tonnage Deck...

4978.59

CLASS + 100A1

State if with freeboard as condition of Class

Yes

Built at Belfast

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 425

Launched 14 May 1930 Yard No. 513

Total

4978.59

Breadth (greatest moulded)

B 57

Builders Workmen Black (1928) Ltd

Gross Tonnage

5626.5

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

D 37.83

Owners Bank Line Ltd

Register Tonnage

3437.28

Actual depth to Upper Sk.

38.58

Managers A. Wei & Co.

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

Residence

Port of Registry Belfast

If surveyed while building, afloat, or in dry dock

While building, afloat + in dry dock.

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	36		Bracket Floors, Frame	2 A.N.B.S. 6 3 1/2 51	Appl 6 1/2 x 3 1/2 x 40 0.8.5
" " from 1/3 length to Collision bulkhead	27		" " Reversed Frame	0 A.N.B.S. 6 3 1/2 46	6 x 3 1/2 x 40 0.8.5
" " in peaks	24		" " Vertical Struts	5 Two 10 x 3 1/2 x 3 1/2 x 42	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	4 1/2 58	
Frame Amidships, Angle, E or F	9 3 1/2 56		" " top Angles	double 3 1/2 3 1/2 54	
" " Extends up to	Upper Sk.		" " bottom Angles	- do - 5 5 62	
Reversed Frame Amidships, Angle	9 3 1/2 64		Side Girders, No. each side and thickness	One 42	
" " Extends up to	2 nd Sk.		Margin Plate depth (excl. of flange) and thickness	38 56	See plan appd. 15/4/29.
Depth of Framing Girder	14		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	6 6 46 17. 7/8 R	
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	9 3 1/2 56		" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	6 6 46 17. 7/8 R	
" " Second 'tween Decks, Angle, [or [✓		" " Gussets, spacing and scantling abaft 1/4 len. from stem	continuous tank top plate 11. 7/8 R.	
" " Third " " " "	✓		" " Gussets, spacing and scantling forward 1/4 len. from stem	continuous tank top plate 8. 7/8 R. 18 at painting.	
Framing in Peaks, Angle or [7 1/2 3 1/2 43		Tank Side Brackets, height above base line at toe of Frame and thickness	73 53	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 @ 4 3/8		INNER BOTTOM PLATING.		
State if Frame Joggled	Yes		Breadth and thickness of Middle Line Strake	54 52 60 44	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	Frame angle 10 4 60 Reverse 10 4 70	Owner's order 45 beams at 3 rd stringer with 36 1/2 x 35 stringer in way of check abaft Coll. Bld.	Thickness of remainder in Holds	46 60 42	
Intercoastal side stringers in No. 1 hold	42 Angle 6 x 3 1/2 x 4		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E or F space and framing in Engine and Boiler Room ?	Yes	
W.T. flat Wide stringers in 7 Peaks as approved	6 6 46		BEAMS.		
STRENGTHENING OF BOTTOM FOR WARP. State Particulars	Frames		Uppermost Continuous Deck, amidships	10 3 1/2 46	
Extra full 1/2 depth intercoastal side girders as approved	Rectifying as per rule.		" " in Wells, Angle, E or F	N.B.S.	
ANGLE BOTTOM.			" " in way of Bridge, Angle, [or [
Floors, Depth and thickness at mid-line in Holds			Spacing	Every frame	
Height of Brackets at side above base line at toe of frame			Second Deck, amidships, Angle, [or [12 x 3 1/2 x 3 1/2 58 60	
Middle Line Keelson, on Floors, Angles, [or [Spacing	Every frame	
" " Through Plate or Intercoastal Plate			Third Deck, amidships, Angle, [or [✓	
" " Foundation Plate on Floors			Spacing		
" " Flat Plate Keel Angles			Fourth Deck, amidships, Angle, [or [✓	
Side Keelsons, No. each side			Spacing		
" " thickness of Intercoastal Plate			Poop Deck, Angle, [or [✓	
" " Angles			Spacing		
DOUBLE BOTTOM.			Bridge Deck, Angle, [or [✓	
Solid Floors, thickness and spacing	42 stiffened on alternate 50 in Mac. P. frames.		Spacing		
ex. under Engines deck tank deck of 35L are Frame and Reversed Frame joggled?	Yes		Forecastle Deck, Angle, [or [✓	
Bracket Floors, breadth and thickness at middle line	33 1/2 45		Spacing		
" " breadth and thickness at margin plate	35 45				

PILLARS AND DECKS.					
	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.		
PILLARS, No. of Rows.....		One			
" in 'tween Decks, Size and Spacing.....	3½	alt. frames			
" " " " "					
" in Hold " "		bentley line Bld			
" " " " "					
Centre Line Bulkhead.					
Stiffeners and Spacing.....	Amidships Every frame	9 3½ 10 3½	52 55	B.A.N.B.S.	
Plating, thickness of		28			
STRINGERS AND DECKS.					
Uppermost Continuous Deck.					
Stringer Plate, breadth and thickness.....	to Well	61 x 40	.63 x .44		
" " " " in way of Bridge					
" Angle to Wells		6 6 3½ 3½	.60 .44		
Thickness of Plating abreast Deck openings) in way of Well		62	to .36		
Thickness of Plating abreast Deck openings) in way of Bridge		✓			
Thickness of Plating within line of openings...	40	to	.36		
If Sheathed, material and thickness	3	Oregon pine			
Second Deck.					
Stringer Plate, breadth and thickness.....	to Well	72 x 31	.42 to x .25		
Stringer Plate, breadth and thickness in way of Bridge					
Thickness of Plating abreast Deck openings) in way of Bridge					
Thickness of Plating within line of openings...	34	to	.31		
If Sheathed, material and thickness					
Third Deck.					
Stringer Plate, breadth and thickness.....					
If Plated, state thickness.....					
Fourth Deck.					
Stringer Plate, breadth and thickness.....					
If Plated, state thickness					
Poop Deck.					
Stringer Plate, breadth and thickness					
Plating, Sheathing, material and thickness ...					
Bridge Deck.					
Stringer Plate, breadth and thickness.....					
Plating, Sheathing, material and thickness ...					
Forecastle Deck.					
Stringer Plate, breadth and thickness.....					
Plating, Sheathing, material and thickness ...					

SCANTLINGS.				AS IN VESSEL.		ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.		EDGES. State if joggled?		RIVETING.		BUTTS.	
STRAKES.		AMIDSHIPS.		FORWARD.		AFT.		RIVETS.		No. OF ROWS OF RIVETS.		RIVETS.	
		Breadth.	Thickness.	Thickness.	Thickness.			SINGLE OR DOUBLE.		Diam. Spacing or to ft. Inches.		Diam. Spacing or to ft. Inches.	
		Inches.	Inches.	Inches.	Inches.					Inches.		Inches.	
FLAT PLATE KEEL		53	80	70	70			Double		1		4	
" DBLG. (if any)		✓		62	62					2 Rivs per ft space in each row		7 on (to three)	
BOTTOM PLATING, No. of Strakes ...4.....		76	65	50	50			Double		7/8		7 on (to three)	
BILGE PLATING, No. of Strakes1.....		66	65	50	50			"		"		"	
SIDE PLATING, No. of Strakes4.....		78	65	48	48			"		"		"	
UPPER DECK, Sheer- strake in Wells		84	68	48	48			"		"		"	
UPPER DECK, Sheer- strake in Bridge ...								"		"		"	
STRAKE BELOW Sheer- strake in Wells		75	65	48	48			"		"		"	
STRAKE BELOW Sheer- strake in Bridge ...								"		"		"	
POOP SIDE PLATING								"		"		"	
BRIDGE SIDE PLATING ...								"		"		"	
FORECASTLE SIDE PLATING								"		"		"	

FORGINGS and CASTINGS.

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) <i>Please Partners Ltd.</i> <i>Baldwins Ltd., Manchester Steel Co. Ltd., Dundee, & Co. Ltd., Steel Company of Scotland Ltd.,</i> <i>Carnett Iron Co. Ltd., Louisville & Co. Ltd., Port Talbot Steel Co.</i>	
	Has the Steel been tested as required by the Rules?	

ANCHORS.

HAWSERS AND WARPS.

Steering Gear, ~~Steam~~ *Hasties' hydraulic steering gear* Steering Gear, Hand *None* Relieving tackle *None*
Boats *4 @ 25 x 80 x 3.3* Steering Chains, Size and Test *None* Windlass *Emerson Walker Vert. Stan*
Ceiling in Holds, thickness and material *2 1/2" W.P. under hatchways* Cargo Battens, thickness, material and spacing *[Diagram: A rectangular batten with '6'-2"' written below it, and 'Vertical between frames' written to its right.]*
Cargo Hatchways.—(Upper Deck) *Steel coverings* Thickness of Hatches *3" + 2 3/4"*
Size of No. 1 Hatchway (Forward) *24'-9" x 22'* No. 2 *30' x 22'* No. 3 *30' x 22'* No. 4 *33' x 22'* No. 5 *33' x 22'* No. 6
Number of Shifting Beams ~~under Fore and Afters~~ No. 1 *5* No. 2 *5* No. 3 *5* No. 4 *5* No. 5 *5* No. 6 *5*
WALKER STEAK (1929) LIMITED
F. Cunningham
SECRETARY
Builder's Signature

GENERAL DECLARATION. It should be stated (a) whether the vessel 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 constructed in accordance with the approved plans, the Secretary's letters & generally in conformity with the Society's Rules. The materials & workmanship are good and to my satisfaction. The double bottom tanks, deep tanks, tanks between tunnels, & fore & after peaks have been tested on completion & found tight. The weather decks, watertight bulkheads, tunnels have been hose tested and found satisfactory. The freeboards as assigned have been marked, checked & cut in on the vessel's sides. The deep tanks and tanks between tunnels have been constructed in accordance with the approved plans for the carriage of vegetable oil - see Secretary's letter 3/5/29. The fore peak has been constructed as per plan approved 14/11/29 for the carriage of oil F.P. above 150°F - see Secretary's letter 14/11/29. The steering gear, windl, watertight door and hand pump have been tried & found satisfactory. This vessel is fitted for the carriage & burning of Oil Fuel F.P. above 150°F which may be carried in the double bottom except in a portion in the machinery space for feed water, lubricating oil and coffee dams.

The amount of Entry Fee £ 9 : - : - } Fees applied for,
Special Survey Fee.... £ 340 : 13 : - } 10^p Oct 1926
Freeboard
Travelling Expenses, if any £ 9 : 3 : 4 } Received by me,
16.10.1926

I am of opinion the Vessel should be Classed + 100 A 1
With Freeboard

State whether the Vessel has been built under Special Survey Yes

Certificate to be sent to Belfast Date of issue 20/10/26

Signature E.R. Edgar for J. Hodgson.
Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Character assigned + 100A1 with fbd.
carrying vegetable oil in Deep Tanks
and in Tanks between Tunnels + L.M.C. 9.30 C.
Write Gle. Lr 17/10/30 Lloyd's A & C.P. Oil Eng. D.R. 12000.
My

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.)

Approved plans of Midship Section, Profile & Decks (3) were forwarded to hmdm with First Rpt. Entry Report of sister vessel "TAYBANK". Copies of remaining approved plans as shown in list below are forwarded herewith. (25)

Plan of Midship Section as built, Forging & Basting Reports & Steel Certificates also forwarded. This vessel is a sister vessel to Tw. Sc. Motorship "IRISBANK" Belfast Report 10368 and to Tw. Sc. Motorships "LOSSIEBANK" " " 10400 and "TAYBANK" " " 10437.

Original midship section (see note above re revised midship section)

Rudder

Stem frame & shaft brackets.

Double bottom under motor room.

Modification to beam knees.

Amended margin connections.

Centre line bulkhead between dk pillars.

Amended centre line bulkhead.

Revised painting arrangements.

Deep tank

Twin screw bossing after end frames.

Strengthening of bottom forward

Tunnels stanks in way.

Tween dk bulkhead in lieu of H. S. beam 135

Hatch end beams & coamings.

Tank top in Eng. Sp.

Riveting of double bottom in Eng. Sp.

Main tiller

Spare tiller

Revised pumping plan

Cast steel manholes in shell bottom

Insulated spaces in tween deck.

Shell riveting at fore end.

Modification to fore peak tank for carriage of oil cargo.

Battening down arrgts. at 2nd dk. in way of channel pillars.

Forwarded
herewith.

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

	1st Bower	Cwt.	Qrs.	Lbs.				
		43	0	0	inc. pins.	M.A.B.	4474.	26.11.29.
	2nd "	42	3	0	-do-	M.A.B.	4479	26.11.29
	3rd "	43	0	21	-do-	M.A.B.	4472.	26.11.29

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 ☒

Notation "carrying Vegetable Oil in Deep Tanks and in Tanks between tunnels."

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

1 DK. (Stl.) and Shelter DK (Stl.) W.S.

Official No. 161869 ; Signal Letters LGNC.

Is bottom of Vessel coated with cement Bilges only if not give particulars of composition Rdi. fillets.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length.	Water Capacity.	Where Fitted.	*Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	129	314	Fore peak tank,	23.3	95
Double bottom, under Engines and Boilers,	51	299	After peak tank,	19	152
Double bottom, if under Engines only,	15	40	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	36	1325
Double bottom, forward,	176.25	577	Other tanks, if fitted, Between tunnels	99	263
Total capacity of double bottom 1493			(If necessary, furnish further information by sketch.)		

Note. Tank A is for feed water.

Tanks B are for drain lubricating oil.

* Capacities given are in tons salt water. Total len. of dble bottom inc. coffer dams 13-144 frames = 371.25 ft.

Order for Special Survey No. 841

Date 24 4 29

Dates of Surveys held while building

Aug 28 Sept 17.25 Oct 2.8.29 Nov 1.7.12.15.29 Dec 4.12.31 Jan 24.31 Feb. 6.10.11.13.17.25.28 Mar. 5.7.14.17.31 Apr 9.11.14.15.16.24.25.29.30 May 1.2.5.6.8.9.12.13.14.20.26 July 9.10.24 Aug 4.12.18.21 Sept 2.8.12.15.17.18.19.25

Total No. of Visits 13