

State if Report is sent on the Machinery of the Vessel.....Yes..

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Twin Sc. Luxuri "LANARKSHIRE"* *Mchy. amide.*  
 State Type (Full Seaming, Complete Superstructure with or without Tonnage Openings) *See page 4. Complete Super. with tonnage opening aft.* State Type of Erections *P.B. & Sole*

No. of space or spaces between Tonnage Dk. and Upper Dk. 2119 27 Length from fore part of stem to after part of stern }  
 post on summer L.W.L. See Sec. 3 (1a) } L 475 ✓  
 " CORRECTED FOR CRUISER STERN. 478.46 ✓

Launched 30 Nov. 1939 Yard No. 437  
 Builders # 1

Gross Tonnage 9819.16 deck. See Sec. 3 (1c) ..... )  
 Register Tonnage 5821.51 D. FOR SCANTLING. 10.96 ✓  
 1st Longitudinal Number (L x D)..... = 19598 ✓ Managers Turnbull, Martin & Co.

1	181.9	Proportions—Depth to Length—Uppermost continuous deck to top of keel .....	11.61	Port of Registry <i>Glasgow.</i>
		Do Long Bridge to top .....		If surveyed while building afloat & in dry dock .....

29.9 Draught Moulded ..... 28'-4" *Yes.*

INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.

[illegible]



## 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.
<b>PILLARS, No. of Rows.....</b>	<b>2 ROWS</b>				Stringer Plate, breadth and thickness in way of Bridge .....	<b>7 1/4</b>	<b>.46</b>	✓	
"    in 'tween Decks, Size and Spacing.....	<b>WIDE SPACED</b>				Thickness of Plating abreast Deck openings) in way of Wells .....		<b>.42</b>	✓	
"    "									

## SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>NO.</i>			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.								
FLAT PLATE KEEL .....	56	.89	.79	.79	<i>3 strokes bottom plating from 1/2 ft. fore. to aft 8" increase to 77 ft. aft. thick plating in way of ponting area inw. to 63 ft. in line of upper stringer. thrustbar increase to 92 at bridge ends.</i>	<i>DOUBLE.</i>	1	3 5/8	4	1	4	<i>LAPPED.</i>
<i>IN WAY OF</i>						"	"	"	"	"	"	"
<i>DECK (if any)</i>	56	1.07	1.05			"	7/8	3 1/2	4-3	7/8	3 1/2-3 5/8	"
<i>DUCK KEEL.</i>						"	"	"	"	"	"	"
BOTTOM PLATING, No. } of Strakes .....4....		.69	.67	.70		"	"	"	"	"	"	"
BILGE PLATING, No. of } Strakes .....1....		.69	.67	.70		"	"	"	3	"	3 5/8	"
SIDE PLATING, No. of } Strakes .....4....		.67	.63	.51		"	"	"	"	"	3 5/8	"
UPPER DECK, Sheer- } strake in Wells.....	75	.78	.50	.50		"	1	3 5/8	4-3	1-7/8	4-3 5/8	"
UPPER DECK, Sheer- } strake in Bridge ...	75	.78				"	"	"	4	1	4	"
STRAKE BELOW Sheer- } strake in Wells.....	76 1/2	.74	.50	.50		"	"	"	4-3	1-7/8	4-3 5/8	"
STRAKE BELOW Sheer- } strake in Bridge ...	76 1/2	.74			"	"	"	4	1	4	"	
POOP SIDE PLATING .....				.40		<i>SINGLE.</i>	7/8	3	1	7/8	3 5/8	<i>STRAPPED.</i>
BRIDGE SIDE PLATING ...		.40				<i>SINGLE</i>	3/4	3	3	"	"	<i>LAPPED.</i>
FOREC'TLE SIDE PLATING			.42			<i>DOUB. M ENDS.</i>	7/8	3	1	"	"	"

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	8.
Extending to Upper Deck (Sec. 3 c)	1.
„ Deck next below	7.
As per Rule	8.

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
<del>KEEL, Bar</del>	UPPER	16" x 56"		
	MIDDLE	CAST SHAPED STEEL.	STROMMEN'S	
STEM	LOWER	ROLLED 10 1/4 x 2 3/4	VERSTED.	
STERN FRAME	Propeller Post	CAST SHAPED	STROMMEN'S	
	Rudder post	STEEL PLATE.	VERSTED.	
Speed of Vessel		17 1/2 KNOTS.		
RUDDER—Type		DOUBLE PLATE STREAMLINED.		
" A x D		12 x 35		
" Diam. of head		FORG. 17 DIA.	ANTIEBOLACET	
" Mainpiece at top pintle		CAST STEEL	STROMMEN'S	
" " heel		SHAPED AS	VERSTED.	
" how constructed		PER PLAN.		
" double or single plate coupling, vertical or horizontal		50"		

			Plating Thickness.	STIFFENERS.			
				VERTICAL.		HORIZONTAL.	
				Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks				✓			✓
" (117)	"	Second "	26	ANG. 6 x 8 x .33	28	✓	✓
"	"	Third "		✓			✓
"	"	Holds .....	40	ANG. 11 x 32 x .50	27	✓	✓
COLLISION				✓			
"	"	(in Hold) .....	57	ANG. 7 x 32 x .42	27	✓	3 SEMI-ANG. ✓
AFTER PEAK				✓			
"	"	.....	45	ANG. 7 x 32 x .40	16	✓	1 SEMI-ANG. &c

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Open hearth process.*  
*The Steel Company of Scotland, Colvilles & Co., Birmingham Iron Co.,*  
*Lonarkshire Steel Co., Smith & Wigham & Co., Stewart & Duguid & Co., Dorman Long & Co.*  
 Has the Steel been tested as required by the Rules? *Yes.*



51817

EQUIPMENT No. 51837.										LETTER f +		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.				
98469	1st Bower ...	91	2	0	STOCKLESS	64	0	0	0	90 ✓	BYERS TYPE.	S. TAYLOR & SONS	NETH. 17-9-39. R.E.P.		
98468	2nd „ ...	90	3	7	“	63	12	2	0	90 ✓	“	“	“		
98467	3rd „ ...	78	3	0	“	58	2	2	0	77½ ✓	“	“	“		
	Collective weight.	261	0	7	✓	257½ ✓									
98361.	Stream .....	26	2	7	✓ 6 2 28	26	1	3	14	26½ ✓	RODGERS.	“	NETH. 18-7-39. R.E.P.		

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.			Length and size supplied.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and size supplied.		Breaking Test of Steel Wire.	Length and size supplied.		Breaking Test of Steel Wire.
	Length.	Diam.	Statio- tory.	Break- ing.	Supplied.	Per Rule.		Length.	Diam.					Length.	Cir.		Length.	Cir.	
89982	300	2½	✓	✓	801.0.0			330	2½	STUD	S. TAYLOR & SONS. NETH. 30-11-39. R.E.P.		TOWLINE...	130	5½	89.7	130	5½	
89983	30	"	✓	✓	78.3.20					LINK	"		"	40.90	3½	35.2	40.90	3½	
	330		✓	✓	879.3.20					TRAYCE	"		HAWSERS & WARPS	40.90	3½	35.2	40.90	3½	
													"	40.90	8	MAN.	40.90	8	
													"	40.90	7	"	40.90	7	
Stream	120	5	✓	✓	75.3			120	5	G.S.W.	BRUNTONS (MUSSELBURGH) L.		"	40.90	7	"	40.90	7	
Steel Wire		5/16"	✓	✓									"						

Steering Gear, Type (Power or hand) STEAM HYDRAULIC. A RAMS. Alternative Means of Steering ✓  
2 H.S. PUMPS BY HASTIE.

Steering Chains (Size and Test) NONE, TELEMOTOR CONTROL. Windlass STEAM, BY EMERSON, WALKER. Boats 5 IN N° ✓

Ceiling in Holds, thickness and material INSULATION IN N° 2-3-4-5 Cargo Battens, thickness, material and spacing { 2" W.P. 9" PART IN HOLDS & TW. DR. CLEAR OF IN SUL. & IN SHELTER TWEEN DR.

Cargo Hatchways.—(Upper Deck) FORMED OF STEEL PLATES & ANGLES. Thickness of Hatches 2 7/8".

Size of Hatchways No. 1 (Fwd.) 20' 3" x 18' 1 1/2" No. 2 45' 9" x 21' No. 3 22' 0" x 21' No. 4 22' 0" x 21' No. 5 33' 0" x 21' No. 6 22' 0" x 21'.

Number of Shifting Beams { 3 IN N° 1-3-4 & 6, 9 IN N° 2, 7 IN N° 5.

and/or Fore and Afters

Builder's Signature *W. Macan*

Original tonnage opening 11' 7" x 21' 0". W.I. hatch in file etc. 20' 3" x 18' 1 1/2" Marshalling patent. Shifting beams in up. etc. cargo hatchways T. & B. sliding type.

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 YES.

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo NO. 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, instructions & printed Rules of this Society. The materials & workmanship are of good quality. All the double bottom tanks, cofferdams, duct keel, peak tanks & deep tanks have been tested to Rule requirements & found satisfactory. The double bottom tanks in N° 1-2-3-4 & 5 holds, cross bunker, side bunker in boiler room, & deep tanks at sides & centre below N° 4 & 5 holds have been arranged to carry oil fuel, S.P. above 150° F. & requirements of Sec. 20 of the Rules complied with. The weather decks, W.T. bulkheads, & shaft tunnels have been tested. W.T. door, bilge suction, hand pump, steering gear & windlass tried & found satisfactory. Deckboard verified & the marks cut in on the vessel's sides. A duct keel is arranged from fore end of engine room to after end of N° 1 hold.

The amount of Entry Fee ..... £ 11 : 0 : 0	Fees applied for,	(Special notations, where part of class, to be stated.)
Special Survey Fee .... £ 445 : 8 : 0	19	
FREEBOARD 20 : 0 : 0	Received by me,	
Travelling Expenses, if any £	6-5-19	

I am of opinion the Vessel should be Classed + 100 A1. 'WITH FREEBOARD'

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

Signature *H. L. Surinton*  
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *GLASGOW* Date of issue 25/4/40

Committee's Minute GLASGOW 16 APR 1940

Character assigned 1-100 A1

Lloyds Assoc with freeboard

4. 40

1-100 A1

Fitted for oil fuel 4. 40

CL 4. 40

SP

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.)

Echo sounding device (Marconi) fitted at forward end of duck keel, no opening in shell plating.  
W. 2-3-4-5 holds & lower tween decks insulated.  
chilled meat carried at sides of W. 3-4-5 lower tween decks.  
W. 4 hold & centers of W. 3-4-5 lower tween decks strengthened for carrying chilled meat if required at a future date.  
Refry. report already forwarded.

Plans forwarded as per separate list attached.

Note: This vessel has been built in accordance with the plans approved for a complete superstructure vessel with tonnage opening aft, but under the present emergency conditions the openings in the shelter tween deck bulkheads have been closed & the tonnage well appropriated for special stores with access hatchways thereto from the original tonnage opening in the shelter deck.  
The foreboard has been assigned from the shelter deck.

Sister Vessel (with Modifications) to L. L. M.V. 'CLAN MACDONALD'  
Gen. I.C. Report No. 20865.

#### PARTICULARS OF ELECTRIC WELDING (if employed)

heads. frame collars at tank margin in tunnel, tunnel flat, aft peak flat, oil fuel bunker flat, & recess bulkhead flat. Continuous gusset plate to tank top in holds, oil fuel bunker & Mch. space. Seams of duck plating at O.F. bunker where single riveted. Butts of up. dk. stringer angles. Butts of rudder plates. Corners of tunnel plating. Cement bars in tween dks. frame collar at 2<sup>nd</sup> dk. over insulated space. Minor items.

#### SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

Duck keel forward of engine room. D.F. E.S.D. G.Y.C. Cruiser stern.  
Lloyds A. & C.P. Refry. Mch. Sitted for oil fuel 4.40 L.P. above 150°F.

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

1st Bower	58.3.8	INCL. PINS.	R.D.D.	30476.	10.3.39.	ANTWERP.
2nd "	57.3.21	"	R.D.D.	30474.	10.3.39	"
3rd "	48.3.9	"	F.H.	20011.	22.4.38	"

#### PARTICULARS FOR RECORD in the REGISTER BOOK.—

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

Official No. 166,973. Signal Letters Extreme Breadth over Belting (Circ. 1611) Over-all Length (Circ. 1703) 505.3 ft.  
No. and Material of Decks 2 dks. & shelter dk.  
Parts of Bottom of Vessel coated with cement or approved composition Cement in peaks, bilges, double bottom L.W. tanks & duck keel. Elsewhere coated with boiled oil.  
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.	SALT Water Capacity.	Where Fitted.	Length.	SALT Water Capacity.
Double bottom, aft,	138.50	422	Fore peak tank,		
Double bottom, under Engines and Boilers,	11.50	418	After peak tank,		
Double bottom, if under Engines only,			Deep tank, aft,	27.5	113
Double bottom, if under Boilers only,			Deep tank, forward,	68.75	619
Double bottom, forward,	198.00	647	Other tanks, if fitted,		
Total length (if continuous) and Capacity	399.25	1487	(If necessary, furnish further information by sketch.)		
	407.00				

Order for Special Survey No. 3435

Date 18-5-38

Dates of Surveys held while building

(1939) JAN. 18-25-26 FEB. 3-21-23-28 MAR. 2-6-9-13-15-17-21-23-24-29 APR. 4-5-10-12-14-17-19-21-25-27 MAY 1-3-5-8-10-12-15-18-22-24-25-31 JUNE 2-5-7-12-14-15-23 JULY 14-20-24-28 AUG. 1-4-9-14-16-21-24-25-29 SEPT. 1-4-8-13-14-18-20-25-28 OCT. 2-6-10-12-14-20-26-31 NOV. 6-9-11-13-16-20-21-22-23-24-25-27-28-30 DEC. 4-12-15-20-24-29  
(1940) JAN. 8-11-16-19-26 FEB. 1-5-12-16-22-24 MAR. 4-5-11-12-15-20-22-24 APR. 1-4

Total No. of Visits 119