

3m.3.40. T. (MADE AND PRINTED IN ENGLAND.)



## 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.	Numb Certifi
PILLARS, No. of Rows .....					30
" in 'tween Decks, Size and Spacing .....					Rpt.
" " " " "					
" in Holds " " "					
" " " " "					
LONGITUDINAL Center Line Bulkheads P & S Stiffeners and Spacing .....					aming
Plating, thickness of .....					ames i ames f Deel
STRINGERS AND DECKS. Uppermost Continuous Deck. Stringer Plate, breadth and thickness in Wells					
" " " " " At Bridge ENDS					
" Angle in Wells .....					
Thickness of Plating abreast Deck openings } in way of Wells .....					
Thickness of Plating abreast Deck openings } in way of Bridge.....					
Thickness of Plating within line of openings...					
If Sheathed, material and thickness.....					
Second Deck. FORWARD Stringer Plate, breadth and thickness in Wells					
Stringer Plate, breadth and thickness in way of Bridge .....					
Thickness of Plating abreast Deck openings } in way of Wells .....					
Thickness of Plating abreast Deck openings } in way of Bridge.....					
Thickness of Plating within line of openings...					
If Sheathed, material and thickness.....					
Third Deck. AFT 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...					

## SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? No	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.				Inches.	Inches.		Inches.	Inches.	
Flat Plate Keel.....	53	.99	.84	.83		WELDED	✓						
„ Dblg. (if any)	BOTTOM PLATING FORWARD AS APPROVED ✓												
Bottom Plating, No. of Strakes .....FOUR.}	2 @ .66					WELDED	✓			ALL			
Bilge Plating, No. of Strakes .....ONE.}	.65	.51	.51			DOUBLE	✓	3/8	3/3				
Side Plating, No. of Strakes .....FOUR.}	.63	.48	.48			"	✓	"	"	BUTTS	✓		
Upper Deck, Sheer- strake in Wells.....}	67 1/2	.98	.48	.48		"	✓	1 1/8	4 3/4				
Upper Deck, Sheer- strake in Bridge ...}	INCREASED TO 1-15 AT POOP & BRIDGE ENDS. ✓							1"	3 3/4	WELDED.			
Strake below Sheer- strake in Wells.....}	81	.82	.48	.48		DOUBLE	✓	1	3 3/4				
Strake below Sheer- strake in Bridge ...}													
Poop Side Plating.....			.40, 50 AT POOP FRONT			NO SEAMS	✓						
Bridge Side Plating.....	.44	.50	AT BRIDGE END FOR			NO SEAMS	✓						
		.60	" " AFT										
Forecastle Side Plating		.44				SINGLE	✓	3/4	3"				

## WATERTIGHT BULKHEADS.

FORGINGS AND CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		17 ✓	Casting or Forging.		Any Departure from Approved Plans to be Noted.
Extending to Upper Deck (Sec. 3 c).....		17 ✓	Stantlings.		
,, Deck next below		NONE	Maker's Name.		
As per Rule		AS APPROVED.	KEEL, Bar .....		FLAT PLATE KEEL ✓
			STEM .....		LOWER PART ROLLER PLATES STEEL LINED ✓
			STERN FRAME { Propeller Post .....		CASTING ✓
			{ Rudder .....		FORGING, PLAN 10" DIA. B. TABLE ✓
			Speed of Vessel .....		11 1/2 KNOTS ✓
			RUDDER—Type .....		SIMPLEX DOUBLE PLATE BALANCE ✓
			,, A x D.....		384 ✓
			,, Diam. of head .....		FORGING, 11" WOLSEINGHAM STEEL CO ✓
			,, Mainpiece at top pintle .....		FABRICATED & WELDED BY PALMERS HEBBURN CO ✓
			,, „ heel .....		SEE PLAN ✓
			,, how constructed .....		DOUBLE 54 ✓
			,, double or single plate coupling, vertical or horizontal .....		HORIZONTAL 8- 2 3/4 BOLTS ✓

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) **(OPEN HEARTH PROCESS)**  
**COLVILLE, STEEL CO OF SCOTLAND, LANARKSHIRE.**

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



Rpt. 1\*.

# BRITISH PREMIER. 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.	Speng.		Number.	Diameter.
aming of $\text{L}$ , $\text{E}$ or $\text{C}$ .....												
ames in Bridge 'tween Decks ...	TRANSVERSE FRAMING.											
ames from Uppermost Continuous Deck CENTRE LINE No. 1	17x4x4x $\frac{1}{8}$ ✓	✓	✓	17x4x4x $\frac{1}{8}$ ✓	✓	✓	WELDING CONTINUOUS.	WELDED	✓	WELDED	✓	WELDED
" 2	Do	✓	✓	Do	✓	✓	"	"	✓	"	✓	"
" 3	Do	✓	✓	Do	✓	✓	"	"	✓	"	✓	"
" 4	Do	✓	✓	Do	✓	✓	"	"	✓	"	✓	"
" 5	Do	✓	✓	Do	✓	✓	"	"	✓	"	✓	"
" 6	LONGITUDINAL BULKHEAD.											
" 7	17x4x4x $\frac{1}{8}$ ✓	✓	✓	TRANSVERSE FRAMING			"	"				
" 8	Do	✓	✓	IN END WING.			"	"				
" 9	Do	✓	✓	TANKS.			"	"				
NTRE GIRDER IN CARGO TANKS.												
PLATE	53 $\frac{1}{2}$ x42	✓	✓	INTERCOSTAL BETWEEN TRANSVERSES.								
FACE PLATE	8x50	✓	✓	"								
" 11												
" 12												
" 13												
" 14												
" 15												
" 16												
Spacing of Longitudinal Frames	Amidships			CENTRE TANKS 30'	WING TANKS 31 $\frac{1}{2}$	✓						
	At Ends			"	"	✓						
Double Bottom	Tank Top Longitudinals											
L or C	Bottom											
cing of Longitudinals	Amidships			DOUBLE BOTTOM IN ENGINE ROOM ONLY								
	At ends...			TRANSVERSE FRAMING.								
Transverses.												
Side 'tween Decks	Depth and Thickness											
	Face Angles											
	Lugs to Shell*											
BOTTOM.	Depth and Thickness	53x48 WITH	✓	54" GIRDER	✓		WELDING CONTINUOUS.	WELDED	✓			
side (in Hold)	Face PLATE	14x10	✓									
CENTRE TANKS.	Lugs to Shell*	WELDED	✓									
	Depth and Thickness	35 $\frac{1}{2}$ x44	✓	36" GIRDER	✓							
	Face PLATE	7x50	✓									
Bottom SIDE TANK	Lugs to Shell*	7x6'3"	✓	BRACKETS AT ENDS OF CENTRE TANK TRANSVERSE	✓							
	" " Back Bars	4'0"	✓	WEBS AT ENDS OF WING TANK TRANSVERSE	✓							
	Brackets											
Spacing of Transverse Frames...				10' 0"	✓							
	* State if joggled or liners.											
ongitudinal Beams of	Bridge Deck			TRANSVERSE FRAMING.								
"	Upper	7x3 $\frac{1}{2}$ x38 O.A.	✓	WELDED TOE ON	✓							
"	Second	7x3 $\frac{1}{2}$ x40 O.A.	✓									
"	Third											
Transverse Beams.												
	29x42	✓	✓	10x50	✓	CR TANK (29 $\frac{1}{2}$ GIR.						
	28x42	✓	✓	9x50	✓	WING " (28 $\frac{1}{2}$ GIR.						
						GIRDER ON CR 60x50 WITH 8x50 FACE						

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.

Longitudinal Framing at Bottom



EQUIPMENT No. 46322

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.	Where and when tested, and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.			
30691	1st Bower	81	2	21	Stock LESS			59	10	0	0	8 1/4	BYERS IMPROVED	PER W.L. BYERS & Co. L.W. 28/3/50 YOGAN
30693	2nd "	82	0	0	"			59	10	0	0	8 1/4	"	L.W. 28/3/50 "
30606	3rd "	70	2	7	"			54	5	0	0	6 9/2	"	L.W. 13/3/50 "
	Collective weight	234	1	0								232		
30708	Stream	29	2	21	"			28	8	3	0	29 1/2	"	L.W. 31/3/50 "

## 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.	
	Length.	Diam.	Stator.	Break.	Supplied.	Per Rule.		Length.	Diam.					Length.	Ins.		Length.	Ins.
13064	300 3/4	2 1/2	112 1/2	157 1/2	958.1	0	940	300	2 1/2	STEEL LINK	NOT STATED	N. 11/5/50 MURPHY	TOWLINE	130	5 1/2	84.4	130	5 1/2
													HAWSERS & WARPS	2@100	3	25.7	2@100	2 3/4
														3@100	3 1/2	35.2	2@100	2 3/4
Stream Steel Wire	120	4 3/4		64.6				120	4 3/4									

Steering Gear, Type (Power ~~or hand~~) STEAM HYDRAULIC By HASTIE, GREENOCK (2. RAM) Alternative Means of Steering BLOCK & TACKLE LEO CAPSTAN

Steering Chains (Size and Test) TELE MOTOR CONTROL Windlass STEAM By EMERSON WALKER Boats 4. 26' LIFEBOATS

Ceiling in Holds, thickness and material NONE Cargo Battens, thickness, material and spacing NOT FITTED

Cargo Hatchways. (Upper Deck) (FOR) STEEL COAMING. 30" HIGH Thickness of Hatches STEEL HINGED COVERS 50 T. TANKS 60 T. HOLD

Size of Hatchways No. 1 (Fwd.) 6'-9" x 10'-0" No. 2 27' No. 3 0' LIGHT No. 4 HATCHES No. 5 4'-0" DIA No. 6 12' x 9' COAMINGS

Number of ~~Slitting Beams~~ TO HATCH IN FOR HOLD - ONE STEEL FOREY AFTER 12" WIDE

Builder's Signature

R.T. Stephenson  
For LITHGOWS LIMITED

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).

The ship has been built under special survey in conformity with the Society's Rules & Regulations and the Secretary's letters. The scantlings & arrangements of the ship are as given in the report and as shown & amended on the approved plans now forwarded. All modifications or additions to the original approved arrangements made during construction have been indicated on the plans and have been approved as being in accordance with, or by standards equivalent to the Rule requirements. The plans of midship section and Profile & decks showing the ship as built, now forwarded herewith, have been checked with the approved arrangements and found in order. The materials & workmanship are of good quality.

All the double bottom tanks, fore peak tank, after peak tank, oil cargo tanks, oil bunkers, forward deep tank & cofferdams have been tested to Rule requirements & found satisfactory. The freeboard has been verified & the markings cut in on the vessel's sides see Page 4

The amount of Entry Fee..... £ : : Fees applied for, 23RD MAR 1951.

Special Survey Fee..... £1232.0:0

FREEBOARD 34.0:0

Received by me,

Travelling Expenses, if any ..... £ : : 19

I am of opinion the Vessel should be Classed 100A.1.

State whether the Vessel has been built under Special Survey YES

Signature

Kenneth Inglis  
Surveyor to Lloyd's Register of Shipping.

In Duplicate GREENOCK OFFICE Certificate to be sent to

Date of issue 24/5/51

Committee's Minute

Character assigned

- 100A1

Carrying Petroleum in Bulk

S. 51 Grk.

Longitudinal Framing at Bottom &amp; at Deck

- LMC S. 51 oil Eng

01863/3



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 weather decks & watertight bulkheads have been hose tested in accordance with rule requirements & found satisfactory. Steering arrangements, windlass, hand pumps etc tested & tried under working conditions.

6 lb fuel F.P. above 150°F is carried in the crown bunker, forward deep tank & in double bottom at forward end of motor space. The requirements of Sec 20 of the rules for steel ships, where applicable, have been complied with.

Plans of midship section & profile & decks as built, approved plans & forging reports are forwarded as per attached list.

This vessel as far as size & capacity are concerned is a sister vessel of the British Patriot Messrs Lithgows Ltd No 1042 & Greenock first entry report No 24072.

An entering certificate has been issued & a copy is attached.

PARTICULARS OF ELECTRIC WELDING (if employed) All butts of shell & decks, longitudinal & transverse bulkhead seams & longitudinals of bottom & deck, engine seating, port fore & aft gangway, side stringers & stringers on bulkheads.

Note: Side frames & seams of side shell plating fabricated by hydraulic riveting & the butts welded.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book  
LONGITUDINAL FRAMING AT BOTTOM & AT DECK: LLOYDS ANCP: E.S.D.: D.F.: GYC C.  
RADAR: CRUISER STERN: MCHY AFT: CARRIAGE PETROLEUM IN BULK: OIL ENGINE.

RADAR Equipment (State if fitted) YES  
State Type or Pattern No. MARK 1A: SERIAL NO 1157.  
State } Maker COSSOR.  
Name } and/or  
of } Supplier.

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

1st Bower 51.3.14: A.E.G.: 1426: 31/1/50.  
2nd " 52.3.21: A.E.G.: 1412: 24/1/50.  
3rd " 45.2.21: A.E.G.: 1361: 30/12/49.  
STREAM. 19.1.14: A.E.G.: 1358: 23/12/49.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 98 ft., R.Q.D. ft., Bridge 51 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. 184,387. Signal Letters Extreme Breadth over Belting (Circ. 1611) Over-all Length 490 (Circ. 1703)

No. and Material of Decks 1 DK, 2<sup>nd</sup> DK CLEAR OF OIL TANKS.

Parts of Bottom of Vessel coated with cement or approved composition CEMENT FILLETS IN OIL TANKS & OIL FUEL DOUBLE BOTTOM TANKS.  
CEMENT IN FEED TANKS, PEAKS, PUMP ROOM & DOUBLE BOTTOM COFFERDAM.

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. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		130
Double bottom, under Engines and Boilers,			After peak tank,		82
Double bottom, if under Engines only,	67'-6"	80	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	31.5	418
Double bottom, forward,			Other tanks, if fitted,		
Total length (if continuous) and Capacity			(If necessary furnish further information by sketch.)		

Order for Special Survey No. 3581

Date 2<sup>nd</sup> JUNE 1949

Dates of Surveys held while building

(1950) JAN. 18. 25. 30. FEB. 1. 8. 10. 16. 22. 23. MAR. 1. 7. 16. 20. 22. APRIL 6. 14. 28. MAY 1. 10. 17. JUNE 8. 21. JULY 21. 25. 26. 31. AUG. 4. 11. 18. 25. 28. 31. SEPT. 1. 4. 8. 15. 19. 25. 29. OCT. 3. 5. 9. 10. 11. 17. 19. 23. 25. 26. 27. 30. NOV. 1. 2. 3. 6. 8. 10. 11. 13. 14. 15. 16. 17. 18. 19. 20. 22. 23. 24. 25. 26. 27. 28. 29. DEC. 5. 6. 18. 22. 28. (1951) JAN. 15. 17. 19. 26. 29. 31. FEB. 1. 4. 8. 9. 15. 22. 23. 27. 28. MAR. 1. 2. 5. 6. 7. 8. 9. 12.

Total No. of Visits 10