

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 *2nd April 1942.*Port of *LEITH.*No. *20674*Survey held at *Burntisland.*Date First Survey *November 21st 1941.* Last Survey *March 31st 1942*On the (State if Machinery fitted and if Single, Twin or Triple Screw) *STL. SCL. Sc. Sr. "WILLIAM PEARMAN" (Machy Qft.)*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Intermediate draft type - R.Q.D. Collier.*State Type of Erections *R.Q.D. Bridge + Forecastle.*TONNAGE under Tonnage Deck... *1179.*CLASS *100.A.1.*
"with freeboard"State if with freeboard as condition of Class *Yes.*Built at *Burntisland.*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 242.75*Launched *3rd February 1942.* Yard No. *257.*Total *1179.*Breadth (greatest moulded) *B 39.33*Builders *The Burntisland S.S. Co. Ltd.*Gross Tonnage *1552.*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 22.5 R.Q.D.*Owners *London Power Co. Ltd.*Register Tonnage *891.*1st Longitudinal Number (L x D) *= 4491.*Managers *Associated Companies, Ltd.*
(Where necessary to be entered in Reg. Book)2nd Numeral L x (B + D) *= 14038.*Residence *✓*REGISTERED DIMENSIONS.
FEET.Length *247.0*Framing Depth "d," at middle of length. See Sec. 3 (1d) *✓*Breadth *39.6*Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.12*Port of Registry *LONDON.*Depth *16.6*Do. *Long Bridge to top of keel* *10.79*

If surveyed while building, afloat, or in dry dock

Draught Moulded *16.625**while 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	<i>27.</i> ✓		Bracket Floors, Frame		
" " from $\frac{3}{4}$ length amidships to Collision bulkhead	<i>27.</i> ✓		" " Reversed Frame		
" " in peaks <i>FORE PEAK. AFTER PEAK.</i>	<i>23.</i> ✓		" " Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>32 x 40</i> ✓	
Frame Amidships, Angle <i>E or F</i>	<i>7 3 .38</i> ✓		" " top Angles <i>DOUBLE</i>	<i>3 3 .36</i> ✓	
" " Extends up to <i>R.Q. DECK.</i>	<i>✓</i>		" " bottom Angles <i>DOUBLE</i>	<i>3 1/2 3 1/2 .38</i> ✓	
Reversed Frame Amidships, Angle <i>F</i>	<i>7 3 .32</i> ✓		Side Girders, No. each side and thickness <i>ONE</i>	<i>9 3 .40</i> ✓	
" " Extends up to <i>UPPER DECK.</i>	<i>✓</i>		Margin Plate depth (excl. of flange) and thickness	<i>TANK TOP RISES AT BILGE TO 9'3" ABOVE BASE LINE.</i>	
Depth of Framing Girder	<i>7.</i> ✓		" " Vertical Angle to Tank side	<i>3 3 3/8</i> ✓	
Frames in Uppermost Continuous 'tween Decks, Angle, <i>E</i> or <i>F</i>			" " Vertical Angle to Tank side	<i>3 3 3/8</i> ✓	
" " Second 'tween Decks, Angle, <i>E</i> or <i>F</i>			" " Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area	<i>NONE.</i> ✓	
" " Third " " "			" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	<i>NONE.</i> ✓	
" " from $\frac{1}{4}$ len. for'd. to 15% len. from Stem	<i>7 3 .32</i> ✓		" " Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area	<i>NONE.</i> ✓	
" " in Peaks, Angle <i>or F</i> <i>FORE PEAK. AFTER PEAK.</i>	<i>6 3 .28</i> ✓		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>11-1/2 x .38.</i> ✓	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>3/4" DIA. SPACED 6 1/2 DIA. 3" APART C to C. + CLOSED UP AT BILGE.</i>		INNER BOTTOM PLATING.		
State if Frame Joggled	<i>Yes.</i> ✓		Breadth and thickness of Middle Line Strake	<i>83 1/2 x .50</i> ✓	<i>APPROVED .38 + .08.</i>
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<i>AS APPROVED + TO RULE REQUIREMENTS.</i> ✓		Thickness of remainder in Holds	<i>.50</i> ✓	<i>.34 + .08.</i> ✓
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<i>AS APPROVED + AS PER OWNERS.</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> ✓	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships	<i>4 3 .30</i> ✓	
Height of Brackets at side above base line at toe of frame			<i>1/2 BEAMS</i> in Wells, Angle, <i>E or F</i>	<i>6 3 .40</i> ✓	
Middle Line Keelson, on Floors, Angles, <i>E</i> or <i>F</i>			" " in way of Bridge, Angle, <i>E or F</i>		
" " Through Plate or Intercostal Plate			THROUGH BEAMS. <i>E or F</i>		
" " Foundation Plate on Floors			Spacing	<i>EVERY.</i> ✓	
" " Flat Plate Keel Angles			<i>R.Q.</i>		
Side Keelsons, No. each side			Second Deck, amidships, Angle, <i>E or F</i>	<i>4 3 .30</i> ✓	
" " thickness of Intercostal Plate			<i>1/2 BEAMS.</i>		
" " Angles			Spacing	<i>EVERY.</i> ✓	
DOUBLE BOTTOM.			Third Deck, amidships, Angle, <i>E</i> or <i>F</i>		
Solid Floors, thickness and spacing	<i>.32 EVERY.</i> ✓		Spacing		
" " Are Frame and Reversed Frame joggled?	<i>Yes.</i> ✓		Fourth Deck, amidships, Angle, <i>E</i> or <i>F</i>		
Bracket Floors, breadth and thickness at middle line			Spacing		
" " breadth and thickness at margin plate			Poop Deck, Angle, <i>E</i> or <i>F</i>		
			Spacing		
			Bridge Deck, Angle, <i>E</i> or <i>F</i>	<i>5 3 .25</i> ✓	
			Spacing	<i>EVERY.</i> ✓	
			Forecastle Deck, Angle, <i>E</i> or <i>F</i>	<i>6 3 .28</i> ✓	
			Spacing	<i>5 3 .26</i> ✓	
				<i>EVERY.</i> ✓	

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.	

SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.	No. of Rows of Rivets.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.					Diam.	Spacing or to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.	Inches.	Inches.	
FLAT PLATE KEEL	58 1/2	.53	.49	.49		DOUBLE	3/4	3	TREBLE	7/8	3 1/8 LAPPED.
,, DELG. (if any)											
BOTTOM PLATING, No. of Strakes	80 3/4	.47	.53	.39	PLATING .44 ON STERN FRAME.	DOUBLE	3/4	3	TREBLE + DOUBLE	3/4	2 5/8 LAPPED.
BILGE PLATING, No. of Strakes	69	.47	.53	.39		do.	do.	do.	do.	do.	do.
SIDE PLATING, No. of Strakes	68 1/2	.47	.38	.39		do.	do.	do.	do.	do.	do.
UPPER DECK, Sheer-strake in Wells	64 3/8	.47	.38	.39		do.	do.	do.	do.	do.	do.
UPPER DECK, Sheer-strake in Bridge	48 1/4	.59	.38	-		TOP EDGE SINGLE.	7/8	3 1/2	TREBLE + DOUBLE	7/8	3 1/2 + 2 5/8 LAPPED.
STRAKE BELOW Sheer-strake in Wells	48 1/8	.50	.38	.39	BREAK INCREASED AS PER APPROVED PLAN.	DOUBLE	7/8	3 1/2	TREBLE + DOUBLE	3/4	2 5/8 LAPPED.
STRAKE BELOW Sheer-strake in Bridge	48 1/4	.48	-	.39		SINGLE	3/4	3	do.	do.	do.
POOP SIDE PLATING	50 1/4	.51	-	.39		do.	do.	do.	do.	do.	do.
BRIDGE SIDE PLATING		.32				do.	do.	do.	SINGLE	do.	do.
FORECASTLE SIDE PLATING			.32			do.	do.	do.	do.	do.	do.

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	484 i. R. B.
Extending to Upper Deck (Sec. 3 c)	3.
,, Deck next below	1. TO W.T. FLAT AT AFTER PEAK.
As per Rule	4.

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar				
STEM	ROLLED STEEL BAR	7 1/4 x 1 1/8		AT BOTTOM PLATE STEM ABOVE.
STERN FRAME	Propeller Post	F.S.		5 3/8 F.S. FORSTER + SONS L ^{td}
	Rudder	F.S.		SEE PLAN.
Speed of Vessel		12 KNOTS.		
RUDDER—Type		ORDINARY DOUBLE PLATED.		
,, A x D		236.5		
,, Diam. of head	F.S.	7 3/8		F.S. FORSTER + SONS L ^{td}
,, Mainpiece at top pintle		7" 6 1/8		
,, " heel		6 1/8 x 3 3/8		4 arms in plan
,, how constructed		FORGED FRAME WITH		(2) ARMS.
,, double or single plate		.48 DOUBLE.		
,, coupling, vertical or horizontal		HORIZONTAL.		

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper	F ² 28.	31 x 60	6 x 3 x 34 5/8	37	STRUTS
,, Second	F ² 70.	31 x 33	6 x 3 x 34 5/8	27	AS PER PLAN
,, Third					
,, Holds					
COLLISION	(in Hold) F ² 99.	30 x 37	7 x 3 x 32 5/8	24	SEE APPROVED PLAN.
AFTER PEAK	F ² 5.1.7.	30 x 65	4 x 3 x 34 1/2	24	SEE APPROVED PLAN.

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
	Boloville, Lanarkshire, Steel Co of Scotland, Dorman Long, Bolton, Appleby & Skinningrove.
	Has the Steel been tested as required by the Rules? Yes.

EQUIPMENT No 14942.										LETTER p.	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.			
54655	1st Bower ...	31	0	14	Stackless.			29	9	1	14	✓ 30½	Britannic (L.S. HEAD)	R. Sykes & Son	Bradley Heath 27/12/41. S.C. PAUL.
54656	2nd „ ...	30	3	6	do.			29	3	3	0	✓ 30½	do.	do.	do.
	3rd „ ...											26			
	Collective weight.											87			
54677	Stream	7	3	16	2	0	0	10	0	1	7	7¾	Ordinary.	Not known.	Bradley Heath 31/12/41. S.C. PAUL.

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.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.					Length.	Ins.		Length.	Ins.		
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.		
64668	208	1 7/8	47 1/2	66 1/2	283	3	16	319 1/2	240	1 7/8	Stud	R. Sykes & Son	Bradley Heath. 31/1/42. F.W.D.	TOWLINE...	1 2			1 2			
NB. This cable is in 12 lengths each about 15 fms + 2 lengths each about 14 fms.																	90	3 1/4	21.7	90	3 1/4
64782	2 EACH	1 5/8	47 1/2	66 1/2	2	3	23				Stud.	R. Sykes & Son	Bradley Heath 24/2/42 S.C. PAUL.		6 2			2 2			
	5 1/2 fms.													HAWSERS & WARPS	90	2 1/2	13.2	90	2 1/4		
	209 fms																		2 2		
		5 1/2 Cir.																90	1 3/4		
Iron Stream Chain or Steel Wire	75	3 3/4			29.3				75	3 3/4	6 1/2										

Steering Gear, Type (Power or hand)	Steam - by Donkin & Co. ✓	Alternative Means of Steering	Blocks & tackle led to winch. 1-20.0' x 7.0' x 2.75' 1-14.0' x 5.25' x 2.16' DINGHY. Boats 1-21.0' x 7.0' x 2.75' MOTOR.
Steering Chains (Size and Test)	Telemotor Gear. ✓	Windlass	Steam by J. Lynn & Co, Sunderland. ✓
Ceiling in Holds, thickness and material	Tank Top increased in lieu. } None.	Cargo Battens, thickness, material and spacing	None.
Cargo Hatchways.-(Upper Deck)	Efficiently constructed of steel plates & angles. MacGregor Patent steel covers.		
Size of Hatchways	No. 1 (Fwd.) 45'3" x 25'9"	No. 2 35'3" x 25'9"	No. 3 35'3" x 25'9" No. 4 ✓ No. 5 ✓ No. 6 ✓
Number of Shifting Beams and/or Fore and Afters	None, MacGregor Patent steel covers.		

FOR THE BURNTISLAND SHIPBUILDING COMPANY LTD.
 Builder's Signature W. D. Southwaite DIRECTOR

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 ✓
 (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 (where required to be inserted in the Notation).
This vessel has been built in accordance with the approved plans, the Secretary's Letters and the Society's Rules for the class contemplated. The materials & workmanship are good & to my satisfaction. The double bottom tanks, the fore & after peak tanks, the deep tank amidships, the decks, the w.t. bulkheads, steel patent hatch covers and the hand pumps have been tested in accordance with the Rule requirements and found satisfactory. The windlass and steering gear have been tested under working conditions with satisfactory results. The freeboards as assigned by the Society have been marked on the vessel's sides, verified and cut in, afterwards painted. The spare bower anchor was not supplied and the chain cable reduced as a war emergency.

The amount of Entry Fee	£ 5 : 0 : 0	Fees applied for,	(Special notations, where part of class, to be stated.)
FREEBOARD.	£ 11 : 0 : 0	9-4-1942.	
Special Survey Fee....	£ 152 : 12 : 0	Received by me,	
Travelling Expenses, if any	£ 2 : 7 : 6	19.	
State whether the Vessel has been built under Special Survey	Yes.	I am of opinion the Vessel should be Classed	+ 100 A.I. "with freeboard"
Certificate to be sent to	Leith	Signature	Robert Wood
Date of issue	20/5/42	Surveyor to Lloyd's Register of Shipping.	

Committee's Minute
 Character assigned + 100 A.I. With freeboard
 Lloyd's arch. of. Cargo battens not fitted
 note for S.R.L. Warkel & Co.

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.)

This vessel is a sister ship to the same Builders' No. 253, "FULHAM VII," Lte Report No. 20638.

The following plans are forwarded herewith:—

Midship Section.

Profile + Decks.

Pumping Plans.

Sternframe + Rudder.

Forging + Casting Reports.

PARTICULARS OF ELECTRIC WELDING (if employed) Steel hatch covers and fittings, amsc; engine sealings and odd work not affecting the main structure of the vessel. ✓

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

Bruiwer Stern — Machy aft. — One Dk (Stk.) — Cargo battens not fitted.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	18-0-14 — J.D. — 6529 — 12/11/41.
	2nd "	18-0-0 — J.D. — 6527 — 12/11/41.
	3rd "	

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ✓ ft., R.Q.D. 148.58 ft., Bridge 15.75 ft., Forecastle 24.42 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated ✓

Official No. 168275 Signal Letters B.D.Q.M. Extreme Breadth over Belting 39.5' Over-all Length 256.83' No. and Material of Decks One Dk (Stk.)

Parts of Bottom of Vessel coated with cement or approved composition. Fillels of cement at seams + laps + over rivet heads, in double bottom tanks. Boiler feed tank, "Hydrothane" mixed in cement.

Particulars of composition (if fitted) and of approval. All bilge spaces + under boilers coated with bituminous enamel to shell. ✓

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.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft, For ² N°1.	64.75	216	Fore peak tank, { UPPER. LOWER.	24.42	63 ✓
Double bottom, under Engines and Boilers, N°2.	103.50	372	After peak tank,	22.40	91 ✓
Double bottom, if under Engines only, FEEDWATER N°3.	11.25	17	Deep tank, aft, AMIDSHIPS.	10.00	18 ✓
Double bottom, if under Boilers only, N°4.	12.25	10	Deep tank, forward,	13.50	58 ✓
Double bottom, forward,	✓	✓	Other tanks, if fitted,	✓	✓
Total length (if continuous) and Capacity	191.75	615. ✓	(If necessary, furnish further information by sketch.)	✓	✓

Order for Special Survey No. 2049

Date.

12/8/41.

Dates of Surveys held while building

1941. November 21st, 24th, 27th, December 3rd, 5th, 10th, 19th, 22nd, 30th, 1942 January 9th, 13th, 16th, 19th, 23rd, 27th, 29th, 30th, February 3rd, 20th, 24th, 26th, March 16th, 20th, 23rd, 26th + 31st.

Total No. of Visits 26.