

With or Without

STEEL STEAMER.

Received at London Office MAY 8-1918

Disconnected Erections.

State if Report is also sent on the Machinery of the Vessel

Yes

Date of completion of report
Id at

27th April 1918

Port of Glasgow

Date, First Survey 15th February 1916 Last Survey 24th April 1918

No. 3421

Single, Double, or Screw

under

Deck

Age Dk.

Upper Dk.

37.76

7.90

228.97

18.14

5221.61

243.83

18.14

4959.64

1670.92

139.74

3167.12

Breadth (greatest moulded) 52.0

Depth, at middle of length from top of keel to top of upper deck beams at side 31.0

Transverse Number 83.0

Length on deck from fore part of stem to after part of stern post 400.0

Longitudinal Number 33200

Depth "d," at middle of length (See Secs. 2 & 13) 27.5

Proportions—Depths to Length—Upper Deck Beam at side to top of keel 12.90

Long Bridge Deck Beam at side to top of keel 10.26

Destined Voyage

Rig

Master R. G. Benson

Year of appointment

Built at Glasgow

When built 1918 Launched March 25th 1918

By whom built C. Bonnell & Co. Ltd.

Owners Shipping Controller

Managers Anglo Saxon Pet. Co. Ltd.

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

Residence London

Port belonging to London

If Surveyed while Building, Afloat, or in Dry Dock Yes.

Deck	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid
400	0		Moulded	52	0	Do.	Do.	28	52	One
Moulded depth, ft. 38 ins. 11 1/2 To Bridge Dk. Round of Upper Dk. Beam, Actual 13 ins.										
Moulded depth, ft. 31 ins. 0 To Upper Dk.										

FRAMING.							PILLARS.							KEELSONS & STRINGERS.						
	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as	Inches per Rule	Inches per Rule		Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as	Inches per Rule	Inches per Rule		Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as	Inches per Rule	Inches per Rule
Bars amidships	10	3 1/2	46	10	3 1/2	46	PILLARS In 'tween Deck, size and spacing	2 7/8	52	2 7/8	52									
of Double Bottoms at Solid Floors	8	3	38	8	3	38	" " Hold	5 3/4	52	5 3/4	52									
" " at intermdt. Bkts.	3 1/2	3 1/2	40	3 1/2	3 1/2	40	" " Quarter 'tween Dks.,													
frames from centre to centre amidships	9	3 1/2	42	9	3 1/2	42	" " in Hold													
" " length to Collision bulkhead	26			26																
" " in peaks	26			26																
FRAME, Angles	24			24																
of Double Bottoms at Solid Floors	6	3 1/2	42	6	3 1/2	42														
" " at intermdt. Bkts.	3 1/2	3 1/2	40	3 1/2	3 1/2	40														
depth of girder	8	3	46	8	3	46														
length and thickness of Floor Plate	11 1/2			11 1/2																
at mid-line for 1/2 length amidships																				
of Engine and Boiler Spaces																				
ness at the ends of vessel																				
at 1/2 the half breadth, as per Rule																				
it extended at the Bilges																				
a Cell, Double Bottoms																				
state if flanged (top & bottom)																				
spacing of Solid floors																				
ORDER, in Dbl. bottom, with thickness																				
" Angles, Top																				
" " Bottom																				
" " to Floors																				
brackets at intermdt. frmg., with & thkns																				
BERS, number on each side & thickness																				
state if flanged (top and bottom)																				
Angles (top and bottom)																				
" " to Floors																				
PLATE, depth (exclusive of flange) and thickness																				
" Angle to Outside Plating																				
" " Floors																				
brackets at intermdt. frmg., with & thkns																				
Height of Outside Brackets above at bilge																				
BOTTOM PLATING, breadth and thickness of Middle Line Strake																				
" in Engine and Boiler space																				
" Remainder in Holds																				
Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel																				
In way of Long Bridge AT. HATCHES																				
Spacing																				
Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel																				
Spacing																				
Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel																				
Angles on upper edge																				
Spacing																				
Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel																				
Angles on upper edge																				
Spacing																				
Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel																				
Angles on upper edge AT. OPENINGS																				
Spacing																				
Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel																				
Angles on upper edge																				
Spacing																				

* If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.

WEB FRAMES. WEB-FRAMES, In Fore Body, No. and spacing. WEB-FRAMES, In E. & B. Space, No. and spacing. WEB-FRAMES, In After Body, No. and spacing. BRACKET PLATES to Stringers between Web Frames, depth and thickness. BULKHEADS. W.T. BULKHEADS. COLLISION. LONGITUDINAL. PLATING. STRAKES. RIVETING. BUTTS. MASTS, SPARS, &c.

EQUIPMENT No. 34518. LETTER. ANCHORS. TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS. CHAIN CABLES. HAWSERS AND WARPS. Boats. Steering Gear, Steam. Pumps, Number. Windlass. Engine Room Skylights. Coal Bunker Openings. Number of Scuppers. Ceiling in Holds. Cargo Hatchways. State size No. 1 Hatch. Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch. Bulwarks, height above deck and description. Correspondence. Workmanship. Is the riveted work properly closed? Are the liners between the frames and plates solid single pieces? Are the butts of plating, Stringers, &c., properly shifted and strapped? Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? General Remarks. This vessel has been built in accordance with the approved plans, says letters of various dates & generally in conformity with the rules for the class contemplated. The oil pipes have been tested under 50 lbs. water pressure with satisfactory results. Cables are of reduced length in accordance with Circular No. 304. Copy of Midship section enclosed also & for your reports. The amount of Entry Fee. Special Survey Fee. Travelling Expenses, if any. State whether the Vessel has been built under Special Survey. I am of opinion this Vessel should be Classed. With, or without Freeboard, as condition of Class. Committee's Minute. Character assigned. GLASGOW 7 MAY 1918. Carrying fuel oil in bulk. Fitted for oil fuel. + L.M.C. 4.18. 7A. Fitted for oil fuel 4.18. 7A. Above 150° F.

Working press