

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 *15th November 1927*Port of *Glasgow*No. *47318*Survey held at *Glasgow*Date First Survey *5th May 1927*Last Survey *18th November 1927*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Steel Screw Steamer "ZAHRA"*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full Scantling*State Type of Erections *Full Tank + R. 2.8*TONNAGE under Tonnage Deck... *577.03*CLASS *100A1*State if with freeboard as condition of Class *No*Built at *Glasgow (Govan)*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 180.0*Launched *5th October 1927* Yard No. *8116*Total *577.03*Breadth (greatest moulded) *B 33.75*Builders *Harland & Wolff Ltd*Gross Tonnage *820.86*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 14.0*Owners *Vacuum Oil Co*Register Tonnage *312.07*1st Longitudinal Number (L x D) *= 2520*

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

2nd Numeral L x (B + D) *= 8595*Residence *London*

REGISTERED DIMENSIONS. FEET.

Framing Depth "d," at middle of length. See Sec. 3 (1d) *See plan*Port of Registry *London*Length *180.2*Proportions—Depth to Length—Uppermost continuous deck to top of keel *12.86*

If surveyed while building, afloat, or in dry dock

Breadth *33.9*Do. Long Bridge to top of keel *13-1/4*Depth *13.2*Draught Moulded *13-1/4**Special Survey*

FRAMES, DOUBLE BOTTOM AND BEAMS.

Scantlings Marked X are New British Section of equivalent size.

	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	22				Bracket Floors, Frame	1			
" " from 1/4 length to Collision bulkhead	22				" " Reversed Frame	1			
" " in peaks	22				" " Vertical Struts	1			
SIDE FRAMING.					Centre Girder, depth and thickness amidships	36 x 38			
Frame Amidships, Angle, E or F	X 5	3	35	5 x 3 x 30	" " top Angles	3	3	34	
" " Extends up to				<i>Upper Deck</i>	" " bottom Angles	3 1/2	3	38	3 x 3 x 38
Reversed Frame Amidships, Angle				<i>Bulk Angle Frame</i>	Side Girders, No. each side and thickness	One	34 x 38	28 x 38	
" " Extends up to					Margin Plate depth (excl. of flange) and thickness	30 x 32 x 42			
Depth of Framing Girder	5				" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	3	3	30-40	
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	✓				" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	✓			
" " Second 'tween Decks, Angle, E or F	✓				" " Gussets, spacing and scantling abaft 1/2 len. from stem	✓			
" " Third " " " "	✓				" " Gussets, spacing and scantling forward 1/2 len. from stem	✓			
Framing in Peaks, Angle or F	5	3	28	4 1/2 x 3 x 30	Tank Side Brackets, height above base line at toe of Frame and thickness	3-9			<i>(See plan)</i>
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/4 dia 4 1/2 apart				INNER BOTTOM PLATING.				
State if Frame Joggled	<i>Yes</i>				Breadth and thickness of Middle Line Strake	61 x 46 B.S.			
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>As per approved plan</i>				Thickness of remainder in Holds	24 x 34 E.S.			
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Frames doubled to lower turn of bilge bottom plating thickness increased as per approved plan</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	18 x 33				Uppermost Continuous Deck, amidships in Walls, Angle, E or F	4 1/2	3	36	
Height of Brackets at side above base line at toe of frame	3-0				" " in way of Bridge, Angle, E or F	✓			
Middle Line Keelson, on Floors, Angles, E or F	<i>Centre line bulkhead, belight</i>				Spacing	<i>On every frame</i>			
" " Through Plate or Intercoastal Plate	✓				Trunk				
" " Foundation Plate on Floors	✓				Second Deck, amidships, Angle, E or F	5	3	35	5 x 3 x 30
" " Flat Plate Keel Angles	3 1/2 3 1/2 42				Spacing	<i>On every frame</i>			
Side Keelsons, No. each side	2				Third Deck, amidships, Angle, E or F	8 x 40 Built plate			
" " thickness of Intercoastal Plate	31				Spacing	<i>Top Angles 3 x 3 x 58 Double Alternate frames</i>			
" " Angles	<i>On 1/2 lower B.A. To shell</i>	7	3 1/2	40	Fourth Deck, amidships, Angle, E or F	✓			
DOUBLE BOTTOM.					Spacing	✓			
Solid Floors, thickness and spacing	28				R.O. Deck, Angle, E or F	5	3	30	<i>Engine casing + aft</i>
" " Are Frame and Reversed Frame joggled?	<i>Yes</i>				Spacing	<i>On every frame</i>			
Bracket Floors, breadth and thickness at middle line	✓				Bridge Deck, Angle, E or F	✓			
" " breadth and thickness at margin plate	✓				Spacing	✓			
					Forecastle Deck, Angle, E or F	6	3	34	
					Spacing	<i>On every frame</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.	
PILLARS, No. of Rows.....		One				Stringer Plate, breadth and thickness in way of Bridge.....		1/2" x 1/2"			
in 'tween Decks, Size and Spacing.....		110" x 110"				Thickness of Plating abreast Deck openings in way of Wells.....		1/2"			
" " " " " "		110" x 110"				Thickness of Plating abreast Deck openings in way of Bridge.....		1/2"			
" " " " " "		110" x 110"				Thickness of Plating within line of openings.....		1/2"			
" " " " " "		110" x 110"				If Sheathed, material and thickness.....		1/2"			
Centre Line Bulkhead.						Third Deck.					
Stiffeners and Spacing.....		5 x 3 x 35 B.A.		5 x 3 x 30 B.A.		Stringer Plate, breadth and thickness.....		1/2"			
Horizontal Stiffener 8-0 above base		18 x 24		6 x 3 x 40 B.A.		If Plated, state thickness.....		1/2"			
Plating, thickness of.....		3/8" x 20"				Fourth Deck.					
STRINGERS AND DECKS.						Stringer Plate, breadth and thickness.....		1/2"			
Uppermost Continuous Deck.						If Plated, state thickness.....		1/2"			
Stringer Plate, breadth and thickness in Wells.....		8 x 1/2"				R.Q.D. Deep Deck.					
" " " " " " in way of Bridge.....		5 x 5 x 40				Stringer Plate, breadth and thickness.....		6 x 1/2" x 20"			
" Angle in Wells.....		5 x 5 x 40				Plating, Sheathing, material and thickness.....		3/8" x 20"			
Thickness of Plating abreast Deck openings in way of Wells.....		1/2" x 20"				Bridge Deck. 2nd Deck in Cargo Hold.					
Thickness of Plating abreast Deck openings in way of Bridge.....		1/2" x 20"				Stringer Plate, breadth and thickness.....		1/2" x 20"			
Thickness of Plating within line of openings.....		1/2" x 20"				Plating, Sheathing, material and thickness.....		2 x 1/2" x 20"			
If Sheathed, material and thickness.....		1/2" x 20"				Forecastle Deck.					
Second Deck.						Stringer Plate, breadth and thickness.....		1/2" x 20"			
Stringer Plate, breadth and thickness in Wells.....		1/2" x 20"				Plating, Sheathing, material and thickness.....		1/2" x 20"			

SHELL PLATING.

SCANTLINGS.						RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if Joggled?	RIVETS.	No. of Rows of Rivets.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.					Single or Double.	Diam.		Spacing cr. to cr.
FLAT PLATE KEEL.....	39	67	67	67	4 x 30 inches Requirements	Double	7/8	37	37	7/8	2 1/2	Lapped
" DBLG. (if any).....												
BOTTOM PLATING, No. of Strakes.....		37	37	37			3/4	2 5/8	27	3/4	2 5/8	"
BILGE PLATING, No. of Strakes.....		37	37	37								
SIDE PLATING, No. of Strakes.....		40	33	33		Double in bil			3-2 1/2			
UPPER DECK, Sheer-strake in Wells.....	63	44	33	33								
UPPER DECK, Sheer-strake in Bridge.....	38 1/2		42	33		Double at break to single						
STRAKE BELOW Sheer-strake in Wells.....		40	33	33		Double in bil						
STRAKE BELOW Sheer-strake in Bridge.....	63		42	33								
POOP SIDE PLATING.....					Strake below R.Q.D. sheer 5 1/2 ft at break							
BRIDGE SIDE PLATING.....												
FORECASTLE SIDE PLATING.....			38			Single	7/8	2 1/2	1	7/8	2 1/2	Lapped

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—One 10. 34 9 bil light

Extending to Upper Deck (Sec. 3 c) 4 to R.Q.D. 6 to Upper & lower decks

Deck next below

As per Rule.

STIFFENERS.

	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings	Spacing.	Scantlings	Spacing.
MIDSHIP BULKHEAD, Upper tween decks	✓				
" " Second "	✓				
" " Third "	✓				
" " Holds.....	✓	29-30 6 3-26 30 24	18-24 6 3-26 30 24	8-0	8-0
COLLISION " (in Hold).....	✓	40-30 7 3-46 20-22	7-1/2 3-46 20-22	Flat	Flat
AFTER PEAK " ".....	✓	62-30 8 2-48 24	6 2-48 24	3-0	3-0

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar.....	✓	Flat Plate Keel		✓
STEM.....	✓	Roller steel 6 1/2 x 1 1/2	Steel Company of Scotland	✓
STERN FRAME { Propeller Post.....	✓	Forging 6 x 3 1/2	Clelland & Co.	✓
{ Rudder.....	✓	" 6 1/2 x 3 1/2	"	✓
RUDDER—A x D.....	✓	As per approved plan		✓
Speed of Vessel.....	✓	10 Knots		✓
RUDDER mainpiece at head.....	✓	" 5	Clelland & Co.	✓
" " heel.....	✓	" 5	"	✓
" " how constructed.....	✓	Forged and Built		✓
" " double or single plate.....	✓	Single plate 1/8"		✓
" " coupling, vertical or horizontal.....	✓	✓		✓

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) (Open Hearth) David Colville & Son

Shinninggrove Iron Works, Donnan Long & Co. The Lanarkshire Steel Co. William Beardmore & Co. Cornett Iron Co.

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

EQUIPMENT No. 9336-31												LETTER K		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.				
30293	1st Bower	19	1	14	Stackless			20	4	0	7	19	Pyral Improved Stockless		London 22/11/27 J.S. Parsons
30298	2nd "	18	3	7	- ditto -			19	15	1	7	19	- ditto -		" 22/11/27 J.S. Parsons
30297	3rd "	16	2	14	- ditto -			17	18	1	21	16 1/4	- ditto -		" 22/11/27 J.S. Parsons
	Collective weight.	54	6	7								54 1/4			
42063	Stream	5	1	14	1	1	21	7	14	0	7	5 1/4	Ordinary		London 22/11/27 J.S. Parsons
41867	Ridge	3	0	9	-	3	14	5	12	0	21	-	- ditto -		" 22/11/27 J.S. Parsons
CHAIN CABLES.														HAWSERS AND WARPS.	

CHAIN CABLES.

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.	Break-ing.	Supplied.	Per Rule.			Length.	Diam.					Length.	Cir.		Length.	Cir.
42067	210	1 1/2	✓	✓	210	1 1/2	✓	✓	210	1 1/2	Steel		London 22/11/27 J.S. Parsons	TOWLINE	90	3	18	90	3
														HAWSERS & WARPS	90	2 1/2	9.5	90	2 1/2
															90	1 1/2	5.9	90	1 1/2
Stream Chain	60	3/4	✓	✓	60	3/4	✓	✓	60	3/4	Steel								
Steel Wire																			

Steering Gear, Steam *Parsons 100 H.P.*

Steering Gear, Hand *Parsons 100 H.P.*

Boats *2 Life Boats, 1 Dingy*

Steering Chains, Size and Test *✓*

Windlass *Wain (Commons Walker & Thompson)*

Ceiling in Holds, thickness and material *Care Cargo Holds 2 1/2" 16" P.*

Cargo Battens, thickness, material and spacing *6" 2 1/2" 16" P. 6' apart*

Cargo Hatchways.—(Upper Deck) *Steel plates & Angles*

Thickness of Hatches *D. J. Hatches 2 1/2" 16" P. Care Cargo Holds 2 1/2" 16" P.*

Size of No. 1 Hatchway (Forward) *8' 3" x 7' 0" 20" No. 2 8' 3" x 7' 0" 20" No. 3 6' 0" x 6' 0" 17" No. 4 6' 0" x 6' 0" 17" No. 5 6' 0" x 6' 0" 17" No. 6 6' 0" x 6' 0" 17"*

Number of Shifting Beams and/or Fore and Afters *One Shifting Beam in No. 2 Hold*

FOR HARLAND & WOLFE, LTD.

Builder's Signature

John Dickenson
Managing Director

GENERAL DECLARATION

This Vessel has been built in accordance with the accompanying approved plans the Secretary's letter of instruction and in general conformity with the Society's printed rules. The workmanship and materials employed during the construction are of good quality. The whole of the oil cargo tanks, Cofferdams, Oil Fuel Bunkers, Fore and Aft Peak Tanks, Double Bottom Tanks, Weather decks, Bulkheads and Pumps have been tested in accordance with rule requirements with satisfactory results. The scantlings and arrangements at the fore and after ends clear of the oil tanks are in accordance with the approved plans. The freeboard markings have been cut in on the sides and verified.

For list of approved plans accompanying this report. See over.

The amount of Entry Fee £ 4 : 0 : 0

Special Survey Fee.... £ 125 : 3 : 0

Travelling Expenses, if any £

Fees applied for,

Received by me,

I am of opinion the Vessel should be Classed *100AL*

Fitted for Oil Fuel 11-27, F.P. above 150°F.

State whether the Vessel has been built under Special Survey *Yes*

Signature

Alfred Munro

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Glasgow*

Date of issue

15/12/27

Committee's Minute *GLASGOW 29 NOV 1927*

Character assigned *100AL*

Carrying Petroleum in Bulk

Lloyd's at 11.27

+ L.M.C. 11.27 F.D.

Fitted for oil fuel 1127 F.P. above 150°F.

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.)

No 1 - Section thro' Machinery Space.

2 - Stern Frame & Rudder

3 - Centre Line Bht in Oil Compartments

4 - Profile and Decks

5 - Midship Section

6 - Fore end framing and strengthening of bottom forward

7 - Pumping Arrangements

8 - Oil Fuel Bunkers

9 - After End Framing

10 - Deck in Case Cargo Holds

11 - Oil tight and Water tight transverse Bhts

12 - Keel and Centre Line Bht

13 - Deck plating plan

14 - Tank top plating and Keelsons

15 - Expansion Tank Sides

16 - Plan of Cargo and Oil tight hatches

17 - Engine and Boiler Casing and After Deck house

18 - Midship Section of Vessel as built

19 - Profile + Decks

20 - 3 Forging Reports

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

1st Bower Weight 11-1-26 Including pin 12-2-7. M.B. No 3251. 28th July 1927
2nd " " 11-0-24 " 12-1-7 K.H. 4941. 30th September 1927
3rd " " 9-0-26 " 10-0-0 M.B. 3230. 28th July 1927

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. 83.41 ft., Bridge ☒ ft., Forecastle 26.92 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ☒

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 18th (Stl)

Official No. 149944; Signal Letters

Is bottom of Vessel coated with cement. ☒ Yes if not give particulars of composition. Excepting in Oil Fuel Bunkers & Bulk Oil Tanks

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,			Fore peak tank,		4.6
Double bottom, under Engines and Boilers, (Water Ballast) 34-10		56	After peak tank,		17
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward, After Cofferdam, Water Ballast		60
Double bottom, forward,			Other tanks, if fitted, Fore		39
Total capacity of double bottom		56	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 5851

Date 15.6.27

Dates of Surveys held while building

1927 May 5. 23 Jun 9. 13. 14. 15. 23. 27 July 6 Aug 1. 12. 15. 19 Sep 5. 7. 15. 20. 21. 22. 23. 27. 28. 29. 30 Oct 3. 19
25 Nov. 3. 8. 9. 10. 14. 16. 17. 18

Lloyd's Register Foundation

Total No. of Visits 35