

STEEL STEAMER or MOTORSHIP.

Received at London Office DEC 17 1938

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 *12th December 1938*Port of *Hamburg*No. *22995*Survey held at *Hamburg*Date First Survey *23rd June 1938*Last Survey *5th December 1938*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Shell Single Screw Motor Tanker*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full Scantling*State Type of Erections *Prop. Bridge -*TONNAGE under Tonnage Deck... *8656*CLASS **100 A1* (State if with freeboard) *no* as condition of ClassBuilt at *Hamburg, Beh. Finkenwerder*Do. of space or spaces between Tonnage Dk. and Upper Dk. *-*Length from fore part of stem to after part of stern (not on summer L.W.L. See Sec. 3 (1a)) *L 495.0*Launched *8th Oct. 1938* Yard No. *204*Total *-*Breadth (greatest moulded) *B 67.0*Builders *Deutsche Werft, A.G.*Gross Tonnage *9456*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 34.17*Owners *Inver Tankers Co.*Register Tonnage *5561*1st Longitudinal Number (L x D) *= 16913*Managers *A. Weir & Co.*2nd Numeral L x (B + D) *= 50078*Residence *London.*

REGISTERED DIMENSIONS.

Length *508.2*Framing Depth "d," at middle of length. See Sec. 3 (1d) *14.49*Port of Registry *Dublin*Breadth *67.35*Proportions—Depth to Length—Uppermost continuous deck to top of keel *Do. Long Bridge to top of keel*

If surveyed while building, afloat, or in dry dock

Depth *34.2*Draught Moulded *27' 5 1/2"**Surveyed while building, afloat and in dry dock.*

FRAMES, DOUBLE BOTTOM AND BEAMS.

	IN SHIP.	Any Departure from Approved Plans to be Noted.		IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	730	✓	Bracket Floors, Frame	✓	
" " from 1/2 length amidships to Collision bulkhead	885	✓	" " Reversed Frame	✓	
" " in peaks	610	✓	" " Vertical Struts	✓	
DE FRAMING.			Centre Girder, depth and thickness amidships	1450 x 13	✓
Frame Amidships, <i>upper deck</i>	250, 90, 11	✓	" " top Angles	<i>deck welded</i>	
" " Extends up to	<i>upper deck</i>	✓	" " bottom Angles	<i>deck welded</i>	
Reversed Frame Amidships, Angle	-		Side Girders, No. each side and thickness	<i>2 - 14 x 15</i>	
" " Extends up to	-		Margin Plate depth (excl. of flange) and thickness	✓	
Depth of Framing Girder	250	✓	" " Vertical Angle to Tank side	✓	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	✓		Bracket abaft 1/2 len. from stem	✓	
" " Second 'tween Decks, Angle, [or]	✓		" " Vertical Angle to Tank side	✓	
" " Third " " "	✓		Bracket from forward 1/2 len. from stem to Panting Area	✓	
" " from 1/2 len. for'd. to 15% len. from Stem	280, 90, 12	✓	Gussets, spacing and scantling abaft 1/2 len. from stem	✓	
" " in Peaks, <i>AFTER PEAK</i>	230, 90, 11	✓	Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	✓	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	22 - 120	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	✓	
State if Frame Joggled	<i>no</i>	✓	INNER BOTTOM PLATING.		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<i>Web frames, side stringers & floors of beams as approved.</i>	✓	Breadth and thickness of Middle Line Strake	1260 x 18	✓
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<i>Bottom strakes of increased thickness, extra side girding as approved.</i>	✓	ENGINE SPACE		
DOUBLE BOTTOM.			Thickness of remainder in <i>double</i>	30 - 14.5	✓
Keels, Depth and thickness at mid-line in Holds	1600 x 12.5	✓	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>	
" " Height of Brackets at side above base line at toe of frame	1000 x 14.5	✓	BEAMS.		
" " Middle Line Keelson, <i>180 90 10</i>	180 90 10	✓	Uppermost Continuous Deck, amidships	200 90 10	✓
" " FACE BAR <i>1600 x 11.5</i>	1600 x 11.5	✓	" " " <i>200 90 13</i>	200 90 13	✓
" " Intercostal Plate	✓		" " " <i>870 in CENTRE TANKS</i>	870 in CENTRE TANKS	✓
" " Foundation Plate on Floors	✓		Spacing	<i>every frame in SIDETANKS</i>	
" " Flat Plate Keel Angles	100 100 13	✓	I. STRINGER		
Keelsons, No. each side	✓		Deck, amidships, Angle, <i>200 90 10</i>	200 90 10	✓
" " thickness of Intercostal Plate	✓		Spacing	<i>every frame</i>	
" " Angles	✓		II. STRINGER		
DOUBLE BOTTOM. AFT			Deck, amidships, Angle, <i>200 90 10</i>	200 90 10	✓
Solid Floors, thickness and spacing	11 - 730	✓	Spacing	<i>every frame</i>	
" " Are Frame and Reversed Frame joggled?	<i>no</i>	✓	Fourth Deck, amidships, Angle, [or]	✓	
Bracket Floors, breadth and thickness at middle line	✓		Spacing	✓	
" " breadth and thickness at margin plate	✓		Poop Deck, <i>200 75 9.5</i>	200 75 9.5	✓
			Spacing	<i>every frame</i>	
			Bridge Deck, <i>200 75 9</i>	200 75 9	✓
			Spacing	<i>every frame</i>	
			Forecastle Deck, <i>230 90 11</i>	230 90 11	✓
			Spacing	<i>every frame</i>	

PILLARS AND DECKS.			
	WATER- TIGHT IN SHIP.	Any Departure from Approved Plans to be Noted.	
PILLARS, No. of Rows. <i>Two Longitudinal Bulkheads.</i>			
STIFFENERS			
" WATER-TIGHT Size and Spacing...	250 90 11 ✓		
" " " " " "	280 90 12 ✓		
" " " " " "	300 90 13 ✓		
" " " " " "	125 - 9.5 ✓		
" in Hold <i>FORWARD</i>	380-14 diam		
" " " " " "	250 90 11 ✓		
" " " " " "	280 90 12 ✓		
Centre Line Bulkhead <i>DEEPTANK-FORM</i>			
Stiffeners and Spacing...	<i>Every frame</i> ✓		
Plating, thickness of	12 - 10 ✓		
STRINGERS AND DECKS.			
Uppermost Continuous Deck.			
Stringer Plate, breadth and thickness WATER-TIGHT	2030 x 21.5 ✓		
" " " " " in way of Bridge	2030 x 26 ✓		
" Angle WATER-TIGHT	180.180.20 ✓		
Thickness of Plating abreast Deck openings) WATER-TIGHT	21.5 ✓		
Thickness of Plating abreast Deck openings) in way of Bridge	✓		
Thickness of Plating within line of openings...	15.5 ✓		
If Sheathed, material and thickness	<i>not sheathed</i> ✓		
Second Deck. IN ENGINE SPACE			
Stringer Plate, breadth and thickness WATER-TIGHT	990 x 10.5 ✓		
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 WATER-TIGHT <i>as approved.</i>			
If Sheathed, material and thickness	<i>not sheathed.</i> ✓		
Third Deck.			
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	990 x 9.5 ✓ 9.5 6.5		
Plating, Sheathing, material and thickness	2 1/2" Oregon Pine ✓		
Bridge Deck.			
Stringer Plate, breadth and thickness	1090 x 11 ✓ 9		
Plating, Sheathing, material and thickness	<i>not sheathed</i> ✓		
Forecastle Deck.			
Stringer Plate, breadth and thickness	920 x 9.5 ✓ 9		
Plating, Sheathing, material and thickness	<i>not sheathed</i> ✓		

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>Yes</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.	
	<i>inches</i>	<i>inches</i>	<i>inches</i>	<i>inches</i>		<i>inches</i>	<i>inches</i>		<i>inches</i>	<i>inches</i>		
FLAT PLATE KEEL	1540	26.0	22.5	24.0		Double	28	4d.	5	28	4d	Lapped.
" DBLG. (if any)	-	-	-	-		-	-	-	-	-	-	-
BOTTOM PLATING, No. of Strakes	2300 2290 2210 2210	20.0 20.0 20.0 19.5	21.5 21.5 21.5 21.0	16.5 16.5 16.5 13.5		Double	25	4d	5	25	4 1/2d	Lapped.
BILGE PLATING, No. of Strakes	1900	17.5	15.0	17.5		"	22	3 1/2d	4	25	4d	"
SIDE PLATING, No. of Strakes	2160	16.5	12.0	12.0		"	22	3 1/2d	4	22	4d	"
UPPER DECK, Sheer-strake <i>in middle</i>	2010	29.0	14(8)	12.0		"	28	3 1/2d	5	28	4 1/2d	"
UPPER DECK, Sheer-strake in Bridge ...	2010	35.0	-	-		"	28	3 1/2d	5	28	4 1/2d	"
STRAKE BELOW Sheer-strake <i>in middle</i>	2110	22.0	14.0	12.0		"	25	3 1/2d	5	25	4 1/2d	"
STRAKE BELOW Sheer-strake in Bridge ...	2110	22.0	-	-		"	25	3 1/2d	5	25	4 1/2d	"
POOF SIDE PLATING	-	-	15	10.6		Single	19	4d	2	19	3 1/2d	"
BRIDGE SIDE PLATING ...	-	11.8	-	-		Double	22	4d	2	22	3 1/2d	"
FORE'C'TLE SIDE PLATING	-	-	14.0	-		Single	19	4d	1	19	3 1/2d	"

& O. T. Total No. of W.T./BULKHEADS in Vessel—				Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
Extending to Upper Deck (Sec. 3 c)		18'		KEEL, Bar	Flat Plate Keel ✓		
„ Deck next below		✓		STEM	Flat Plate ✓ as designed.		
As per Rule		yes		STERN	Propeller Post	as designed.	

	Plating Thickness in in.	VERTICAL		HORIZONTAL		Speed of Vessel	
		Scantlings	Spacing	Scantlings	Spacing	RUDDER—Type.....	
CENTRE TANKS		6 280		4 900x10		A x D	13 Kn. ✓
MIDSHIP BULK'HD,	14-95	90x12	870	200x90x10	"	Diam. of head	Simples Balance ✓
" "	"	5 250		200x90x10	"	Mainpiece at top pintle	Forging 3000 ✓
SIDE TANKS	12-8	90x10	690	200x90x12.5	"	" heel ...	Electric welded ✓
" "	"	5 200x90x10		220x9	"	how constructed	Simples Balance Rudder ✓
COLLISION	(in Hold)	12-6, 5 180x75x8	625	250x90x12	"	double or single plate	Double plate ✓
AFTER PEAK	"	12-7.5 230x90x11	570		"	coupling, vertical or horizontal	welded ✓

STEEL.	<p>Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) <i>L. M. Open Hearth Process.</i></p> <p><i>Guthrie & Jennings, Buffalo, O. Bessemer co.</i></p> <p>Has the Steel been tested as required by the Rules? <i>yes.</i></p>
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Hamburg Report Nr. 22995

FRAMING.			AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.		Rivets in Brackets to Bulkheads.	
			In Ship.			In Ship.				Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.	
			In.	In.	In.	In.	In.	In.		Diam.	Spac.		Diam.
Framing of L, C or C													
Frames in Bridge 'tween Decks ...													
Frames from Uppermost Continuous Deck No. 1													
" 2													
" 3													
" 4													
" 5													
" 6													
" 7													
" 8													
" 9													
" 10													
" 11													
" 12													
" 13													
" 14													
" 15													
" 16													
Spacing of Longitudinal Frames			Amidships			At Ends							
Bottom			Longitudinals										
Bottom			Bottom			400.110.14.18 400.110.14.18 ✓							
Spacing of Longitudinals			Amidships			870 ✓							
			At Ends...			870 ✓							
Transverses.													
Side (in 'tween Decks)			Depth and Thickness										
			Face Angles										
			Lugs to Shell*										
Side (in Hold)			Depth and Thickness										
			Face Angles										
			Lugs to Shell*										
Bottom CENTRE TANKS			Depth and Thickness			1600.125.1600.125 ✓							
			Face Angles			300.90.165 300.90.165 ✓							
			Lugs to Shell			150.150.12 150.150.12 ✓							
			Back Bars			90.90.12 90.90.12 ✓							
			Brackets			as per plan 2920 ✓							
Spacing of Transverse Frames			as per plan			2920 ✓							
Longitudinal Beams of CENTRE TANKS			Bridge Deck			200 90 15 200 90 15 ✓							
			Upper										
			Second										
			Third										

lm. 337. T.

will 96-0009 ²/₃

Character assigned

+ 1000 H₂
Carrying petroleum in bulk
gas and + 1000

Write Program

Lloyd's Register
Foundation

W1196-0009 ~~3~~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.)

have been carried out as approved. ✓

The steel material used in the construction of this vessel has been made at works approved by the Committee and tested by the Society's Surveyors. ✓

Riggers and chainplates compared with the Certificates and found in order. ✓

The keelboard assigned by the Committee has been marked and cut in on vessel's sides, verified same and found in order.

The Rudder is of special construction: Electric welded Simplex Balance Rudder. ✓

The approved plans are being retained for use in connection with the sister vessel Yard No. 216. ✓

Plans showing vessel as built are attached:

Midship Section.

Profile and decks.

Light house bulkhead.

After peak bulkhead.

Extra stringer in engine space as proposed by the builders.

Interior Certificate and 3 Test Certificates are attached.

Sister vessel "Nueva Granada" Yard No. 181. Ham. Report No. 22304 dated 22nd April 1937 with the exception that the new ships Yard No. 201-4 are single screw vessels.

Sister vessels: "Inverleith" Yard No. 201; "Inverclyde" Yard No. 202; "Inverness" Yard No. 203.

PARTICULARS OF ELECTRIC WELDING (if employed)

The Rules for the application of electric arc welding to ship construction have been complied with and the electrodes used for parts of primary structural importance are approved by the Committee and comply with the Regulations & Test set forth in Section 4 clause 7. ✓

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

Machinery aft; Cruiser Stern; Longitudinal framing at bottom and decks in centre tanks; Wireless, Echo sounding and Direction Finder Apparatus (Maresmi).

Head: Weight; 56:1:19 cwt; drop bent 12 ft No. 1035; 8.11.37 J. Quant.

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

1st Bower	Shank:	"	28:0:24	"	"	"	1038	8.11.37	J. Quant.
	Head:	"	55:2:18	"	"	"	1036	8.11.37	J. Quant.
2nd "	Shank:	"	28:1:16	"	"	"	1040	8.11.37	J. Quant.
	Head:	"	55:2:4	"	"	"	1034	8.11.37	J. Quant.
3rd "	Shank:	"	28:2:3	"	"	"	1039	8.11.37	J. Quant.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 122.3 ft., R.Q.D. — ft., Bridge 33.53 ft., Forecastle 60.2 ft.

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

Official No. 159824 Signal Letters EINS Extreme Breadth over Belting (Circ. 1611) Over-all Length 522.0 ✓

No. and Material of Decks 1st dk. (Steel). 2nd dk. (Steel) in Machinery space

Parts of Bottom of Vessel coated with cement or approved composition After peak cement, fore peak tank bifamastic, fresh water tank in engine space cement, oil tanks not coated. ✓

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,	24.6	159
Double bottom, under Engines and Boilers,	—	—	After peak tank,	18.0	76
Double bottom, if under Engines only,	50	17.7	Deep tank, aft,	—	—
Double bottom, if under Boilers only,	—	—	Deep tank, forward,	27.0	338
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. 198

Date 28.1.37.

Dates of Surveys held while building

1938: June 23, 27, 29; July 1, 4, 6, 8, 14, 19, 21, 27, 28; August 1, 5, 8, 10, 12, 17, 19, 25; Sept. 5, 8, 9, 10, 12, 14, 15, 16, 19, 21, 23, 24, 26, 27, 28, 30; Oct. 8, 14, 25, 31; November 4, 8, 15, 22, 24, 25; December 1, 5.

Lloyd's Register Foundation

Total No. of Visits 48