

STEEL STEAMER ~~OR~~ MOTORSHIP

12 NOV 1924

Received at London Office

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

10th November 1924

Port of

Glasgow

No. 44135

Survey held at

Glasgow

Date First Survey

14th July 1924

Last Survey

5th November 1924

1924

On the (State if Machinery fitted Aft and

Single Screw Vessel "REDLINE No 1"

State Type

(Full Scantling, Complete Superstructure with or without Tonnage Openings)

Full Scantling, Oiler

State Type of Erections

Forecastle

TONNAGE under Tonnage Deck

205.63

CLASS + 100 A.1.

State if with freeboard as condition of Class

No.

Built at

Glasgow

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 120.0

Launched

13th Oct. 1924 Yard No. 698G

Total

205.63

Breadth (greatest moulded)

B 23.0

Builders

Messrs Harland & Wolff Ltd.

Gross Tonnage

271.89

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

D 10.5

Owners

British Marine Petroleum Co. Ltd.

Register Tonnage

119.86

TRANSVERSE 1st Longitudinal Number (B + D)

= 33.5

Managers

Andrew Weir & Co.

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

REGISTERED DIMENSIONS.

FEET.

Length

120.10

Framing Depth "d," at middle of length. See Sec. 3 (1d)

11.43

Port of Registry

London

Breadth

23.10

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



10.50

Draught Moulded

9.82'

Building, afloat & on slip.

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	21"	✓	Bracket Floors, Frame		
" " from $\frac{1}{2}$ length to Collision bulkhead	21"	✓	" " Reversed Frame		
" " in peaks	21"	✓	" " Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness amidships		
Frame Amidships, Angle 	6 3 .36	✓	" " top Angles		
" " Extends up to	Upper Dk.	✓	" " bottom Angles		
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness		
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness		
Depth of Framing Girder	6"	✓	" " Vertical Angle to Tank side		
Transverse Web in Cargo Hold			Bracket abaft $\frac{1}{2}$ len. from stem		
Frames in Uppermost Continuous Deck, Angle, E or F, plate	15 .32	✓	" " Vertical Angle to Tank side		
" " Second between Decks, Angle, E or F	5 3 .34	✓	Bracket forward $\frac{1}{2}$ len. from stem		
" " Face Angle	3 3 .34	✓	" " Gussets, spacing and scantling		
" " Third "Shell bar, Single	3 3 .34	✓	abaft $\frac{1}{2}$ len. from stem		
Framing in Peaks, Angle 	4 2 1/2 .32	✓	" " Gussets, spacing and scantling		
Diameter and Spacing of Rivets through Shell Plating	3/4 @ 4 1/2	✓	forward $\frac{1}{2}$ len. from stem		
State if Frame Joggled	Yes	✓	Tank Side Brackets, height above base line at toe of Frame and thickness		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	Strips and beams as per approved plan	✓	INNER BOTTOM PLATING.		
STRENGTHENING OF BOTTOM FORWARD. State Particulars	As per approved plan of fore and aft framing	✓	Breadth and thickness of Middle Line Strake		
SINGLE BOTTOM.			Thickness of remainder in Holds		
Floors, Depth and thickness at mid line in Holds one in each hold	21" (at long) x .34	✓	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?		
Height of Brackets at side above base line at toe of frame	42"	✓	BEAMS.		
Side Middle Line Keelson, on Floors, Angles, E or F	one each side	✓	Uppermost Continuous Deck, amidships	4 2 1/2 .30	✓
" " Through Plate or Intercoastal Plate	18 x .34	✓	" " in way of Bridge, Angle, E or F	✓	
" " Face Angle	5 3 .34	✓	Spacing	21"	
" " Foundation Plate on Floors	3 3 .30	✓	Trunk Top and Trunk Side Stiffeners		
" " Shell	3 3 .30	✓	Second Deck, amidships, Angle, E or F	4 2 1/2 .30	✓
" " Flat Plate Keel Angles	3 3 .30	✓	Spacing	21	
Side Keelsons, No. each side one			Third Deck, amidships, Angle, E or F		
" " thickness of Intercoastal Plate	.30	✓	Spacing		
" " Angles	5 3 .50	✓	Fourth Deck, amidships, Angle, E or F		
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing			Poop Deck, Angle, E or F		
" " Are Frame and Reversed Frame joggled?			Spacing		
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	4 2 1/2 .30	✓
			Spacing	21	

PILLARS AND DECKS.

[illegible]

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?	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.									
FLAT PLATE KEEL	34	.53	.40	.40	approx. .48 *	double	3/4	2 5/8	three	7/8	3 1/8	lapped	
„ DBLG. (if any)													
BOTTOM PLATING, No. of Strakestwo.....}		.33	.30	.26	approx. .30 *	double	5/8	2 1/3	two	5/8	2 1/4	lapped	
BILGE PLATING, No. of Strakesone.....}		.30	.26	.26		"	"	"	"	"	"	"	
SIDE PLATING, No. of Strakesone.....}		.32	.26	.26		"	"	"	"	"	"	"	
UPPER DECK, Sheer- strake in Wells.....}	37	.38	.26	.26		"	"	"	"	3/4	2 5/8	"	
UPPER DECK, Sheer- strake in Bridge ...}													
STRAKE BELOW Sheer- strake in Wells.....}					* Increased 10% in way of oil tanks for loading on the ground.								
STRAKE BELOW Sheer- strake in Bridge ...}													
POOP SIDE PLATING													
BRIDGE SIDE PLATING ...													
FOREC'TLE SIDE PLATING		.24				Single	5/8	2 1/3	two	5/8	2 1/4	lapped	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c) Seven ✓

“ Deck next below ✓

As per Rule Three ✓

		STIFFENERS.				
		Plating Thickness.	VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD,	Tween decks...	.28-.32	6x3x.32 O.A.	.23	10x3½x.50 O.A.	
"	Hog Binder at up deck level:-		2½x.30	with 4x.2½	x.30	face angle
"	"	"				
"	"	"				
"	"	"				
"	"	"				
"	"	"				
"	"	"				
"	"	"				
	Holds	{ .30-.38	4x2½x.30 O.A.	@ 22"		
COLLISION	(in Hold)	{	6x3x.36 O.A.	@ 24"	chain link. Feet.	
AFTER PEAK	"	.30-.60	5x3x.30 O.A.	@ 24"	B.P. stiffener 1 frame space.	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		<i>Flat plate Keel</i>		
STEM	<i>Rolled Steel Bar.</i>	<i>6 x 1 3/8</i>	<i>Scottish Iron & Steel Co.</i>	<i>app. 2. 5 3/4 x 1 3/8</i>
STERN FRAME {	<i>Inguiz</i>	<i>5 3/4 x 3</i>	<i>Messrs Clelland & Co.</i>	
Propeller Post			<i>Lt</i>	
Rudder		<i>5 1/2 x 3.</i>	<i>Willington</i>	<i>Quayon type</i>
RUDDER—A x D		<i>55.5</i>	<i>Messrs Clelland & Co.</i>	
Speed of Vessel		<i>9 knots</i>	<i>Willington</i>	
RUDDER mainpiece at head ...	<i>Inguiz</i>	<i>3 3/4</i>	<i>Quayon type</i>	
" " heel ...		<i>3.</i>		
" " how constructed	<i>Built. Amos shrunk on to main piece</i>			
" " double or single plate		<i>Single. 78</i>		
" " coupling, vertical or		<i>None.</i>		
" " horizontal				

STEEL.

Manufacturer's name or trade mark of the Steel used in the construction of the Vessel (state process of manufacture) *Beaumont & Co, Colville & Son, Larnach & Co, Steel Co, Skinningrove Iron Co, Smith & Co, Larnach & Co, Craig, Hall & Co.*
Has the Steel been tested as required by the Rules? *Open heart process, Yes.*

EQUIPMENT No. 4414										LETTER d	ANCHORS.				
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53. 31	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.			
40307	1st Bower	7	1	0	-	-	-	9	9	1	14	7 1/4	Stockless Cast Steel Hook	Fellows Bros Ltd	Bradley Heath: 13/10/24, S.C. Paul
40308	2nd "	7	1	7	-	-	-	9	11	2	7	7	do	do	do.
	3rd "														
	Collective weight.	14	2	7								14 1/4			
40309	Stream	2	1	6	2	22	4	15	0	0		2 1/4	Forged wrought Iron	Fellows Bros Ltd	Bradley Heath: 13/10/24, 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.	Statu- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.
36938	Fathoms. 90	Ins. 7/8	Tons. 13.75	Tons. 20.62	Cwts. qrs. lbs. 36. 2. 15	Owts. 64-1-11	Fathoms. 165	Ins. 7/8	Stud ✓	✓	Lead by Heath; 14/10/24; S.C. Paul	TOWLINE... HAWSERS & WARPS }	Fathoms. 75	Ins. 2 1/4	Tons. 9 1/2	Fathoms. 75	Ins. 2 1/4
36937	75	7/8	13.75	20.62	28. 1. 17				do	✓					90	4	14
Iron Straps (Chain or Steel Wire)	45	2 1/4		9 1/2				45	2 1/4	S.W. Arch. Thomson Black & Co ^{ltd}		"					

Steering Gear, Steam *none* Steering Gear, Hand *Tiller with chains & rods led to wheel house on deck. Also hand tiller aft.*

Boats *two, 16 x 5.75 x 2.3.* Steering Chains, Size and Test *7/16, T.C. 9-1, 2-11-3-0* Windlass *Steam 5 1/2 x 6 by Emerson Walker & Thompson Bros.*

Ceiling in Holds, thickness and material *none* Cargo Battens, thickness, material and spacing *none*

Cargo Hatchways.—(Upper Deck) *Steel O.T. 2'6" x 2'6", 6" Coverings. 2 hatchways (1 port and 1 star) to each cargo hold.* Thickness of Hatches *Steel covers .38 thick*

Size of No. 1 Hatchway (Forward) *No. 2* *No. 3* *No. 4* *No. 5* *No. 6*

Number of Shifting Beams and/or Fore and Afters *none.*

FOR HARLAND & WOLFF, LTD.

Builder's Signature

Director.

GENERAL DECLARATION

The materials and workmanship are good. The vessel has been built in accordance with the approved plans and instructions, the Secretary's letters of various dates & in conformity with the Rules for the class contemplated.

The vessel is constructed to carry Petroleum in Bulk and the Bunkers at each side of the boilers to carry oil fuel. F.P. above 150°F.

The tanks, decks, and bulkheads have been tested in accordance with the Rules and the requirements of Sec. 49 of the Rules have been complied with where applicable.

The freeboard has been verified and the freeboard marks cut in on the vessel's sides.

Damage: Cause not known, as follows:—

After launch of vessel a leak was found in shell in stbd oil fuel bunker. Vessel was placed in Messrs Inglis' ship on 15th Oct. and a broken rivet in bottom of stbd oil fuel bunker was found and renewed. Also 5 rivets in side of bunker renewed.

The amount of Entry Fee £ 3 : 0 : 0

Special Survey Fee.... £ 40 : 16 : 0

Travelling Expenses, if any £ : : :

Fees applied for,

11/11/1924

Received by me,

12/12/24

Notation for Register Book: Fitted for oil fuel 11/24, F.P. above 150°F. Pt. Cinn.

I am of opinion the Vessel should be Classed +100 A.1. Carrying Petroleum in Bulk. Middle line bulkhead not oil tight

State whether the Vessel has been built under Special Survey

Signature

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Glasgow

Date of issue

22/12/24

Committee's Minute

GLASGOW

11 NOV 1924

Character assigned

+ 100 A.1. 11/24

Carrying Petroleum in Bulk

Lloyd's A+CP

+ LMC 11/24

Fitted for oil fuel 11/24 F.P. above 150°F.

Middle line B.H. not oil tight



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Lloyd's Register Foundation

W632-0048 2/2

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.)

Midship Section

Profile & Decks

Stem Frame

Rudder

Pumping Piping Ventilation & Sidelight Arrangement

Engine Seating

Iron and Stiffening

Keel & Centre Line B.H.

Detail of Atmospheric Valves

Also Midship Section as built

Foundry & Casting Reports enclosed.

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

1st Bower 4-2-0; S.D.W.; 55; 29/5/24.
2nd „ 4-1-15; S.D.W.; 56; 29/5/24.
3rd „

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle 25.08
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ☒

No. and Material of Decks and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) 1 deck (steel)

Official No. 148499; Signal Letters K.R.Q.C.

particulars of composition Antimonic Solⁿ & enamel in tank. Space: Red lead paint in Pump Room: Baled Oil in Cofferdam: Cement in Peak
If bottom of Vessel has been coated Inside Clean of Cargo, give oil tankst & if painted

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank, W.B.	14.58	22
Double bottom, under Engines and Boilers,			After peak tank, Boiler Fed water 16 tons	7.42	17
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
			(If necessary, furnish further information by sketch.)		
Total capacity of double bottom					

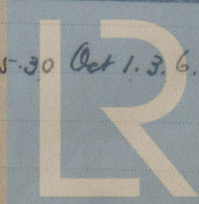
* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 5640

Date 11-6-1924

Dates of Surveys held while building

1924 July 24 Aug 28 Sep 3. 4. 9. 11. 17. 18. 19. 22. 23. 25. 30 Oct 1. 3. 6. 7. 8. 10. 13. 15. 20. 21. 22
28. 29. 30 Nov 4. 5



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Total No. of Visits 39