

STEEL ~~STEAMER~~ or MOTORSHIP.

Received at London Office 15 JUL 1925

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

13. 7. 25.

Port of *Glasgow*No. *44850*Survey held at *Glasgow*Date First Survey *14. 7. 24*

Last Survey

7. 7. 1925

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

Twin Screw Motor Vessel "NAIRNBANK"

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

*Complete Superstructure with Tonnage Opening*State Type of Erections *None*

TONNAGE under Tonnage Deck

*4768.25*CLASS *+ 100 A1*

State if with freeboard as condition of Class

*Yes*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 419.5*Launched *21st May, 1925* Yard No. *679 G.*

Total

4768.25

Breadth (greatest moulded)

*B 53.75*Builders *Messrs Harland & Wolff, Ltd.*

Gross Tonnage

5155.55

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

*D 37.15*Owners *Bank Line, Ltd.*

Register Tonnage

*3152.33*1st Longitudinal Number (L x D) = *15584*Managers *Messrs Andrew Weir & Co.*

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

2nd Numeral L x (B + D) = *38133*Residence *London*REGISTERED DIMENSIONS.
FEET.

Length

420.10

Breadth

53.90

Depth

26.50

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

25.56

Proportions—Depth to Length—Uppermost continuous deck to top of keel

*11.3*Port of Registry *Glasgow.*

If surveyed while building, afloat, or in dry dock

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>31 1/2</i>	<i>✓</i>	Bracket Floors, Frame	<i>9 1/2 3 1/2 .45</i>	<i>✓</i>
" " from 1/2 length to Collision bulkhead	<i>27</i>	<i>✓</i>	" " Reversed Frame	<i>9 3 .45</i>	<i>✓</i>
" " in peaks	<i>24</i>	<i>✓</i>	" " Vertical Struts	<i>9 3 .45</i>	<i>✓</i>
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>43 3/4 x .58</i>	<i>✓</i>
Frame Amidships, Angle, <i>E-F</i>	<i>7 3 1/2 .50</i>	<i>✓</i>	" " top Angles	<i>double 3 1/2 3 1/2 .54</i>	<i>✓</i>
" " Extends up to	<i>Upper dk</i>	<i>✓</i>	" " bottom Angles	<i>double 5 5 .56</i>	<i>✓</i>
Reversed Frame Amidships, Angle	<i>10 4 .52</i>	<i>✓</i>	Side Girders, No. each side and thickness	<i>One @ .42</i>	<i>✓</i>
" " Extends up to	<i>2nd dk</i>	<i>✓</i>	Margin Plate depth (excl. of flange) and thickness	<i>41 x .54</i>	<i>✓</i>
Depth of Framing Girder	<i>13 1/2</i>	<i>✓</i>	" " Vertical Angle to Tank side Bracket <i>1/2 len. from stem and 1/2 len. from beam</i>	<i>3 1/2 3 1/2 .46 double</i>	<i>✓</i>
Frames in Uppermost Continuous 'tween Decks, Angle, <i>E-F</i>	<i>7 3 1/2 .50</i>	<i>✓</i>	" " Vertical Angle to Tank side Bracket <i>1/2 len. from stem and 1/2 len. from beam</i>	<i>6 6 .46 single</i>	<i>✓</i>
" " Second 'tween Decks, Angle, <i>E-F</i>	<i>✓</i>	<i>✓</i>	" " Gussets, spacing and scantling abaft 1/2 len. from stem	<i>3 1/2 3 1/2 .46 every ft.</i>	<i>✓</i>
" " Third " " "	<i>✓</i>	<i>✓</i>	" " Gussets, spacing and scantling forward 1/2 len. from stem	<i>do</i>	<i>✓</i>
Framing in Peaks, Angle, <i>E-F</i>	<i>7 1/2 3 1/2 .45</i>	<i>✓</i>	Tank Side Brackets, height above base line at toe of Frame and thickness	<i>7 3/4 x .42</i>	<i>✓</i>
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>7/8 5 1/4</i>	<i>✓</i>	INNER BOTTOM PLATING.		
State if Frame Joggled	<i>Yes</i>	<i>✓</i>	Breadth and thickness of Middle Line Strake	<i>53 3/4 x .52</i>	<i>✓</i>
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Beams & Stringers See App'd Plan</i>	<i>✓</i>	Thickness of remainder in Holds	<i>.44</i>	<i>✓</i>
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>As App'd Plan</i>	<i>✓</i>	Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in <i>Double and Boiler Room 2</i>	<i>Yes</i>	<i>✓</i>
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Walls, Angle, <i>E-F</i>	<i>8 x 4 1/2 x 3 1/2 x 3 1/2 .52</i>	<i>✓</i>
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, <i>E-F</i>	<i>✓</i>	
Middle Line Keelson, on Floors, Angles, <i>E-F</i> or <i>E</i>			Spacing	<i>31 1/2</i>	<i>✓</i>
" " Through Plate or Intercostal Plate			Second Deck, amidships, Angle, <i>E-F</i>	<i>10 x 5 1/2 x 3 1/2 x 3 1/2 .56</i>	<i>✓</i>
" " Foundation Plate on Floors			Spacing	<i>31 1/2</i>	<i>✓</i>
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, <i>E-F</i>		
Side Keelsons, No. each side			Spacing		
" " thickness of Intercostal Plate			Fourth Deck, amidships, Angle, <i>E-F</i>		
" " Angles			Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, <i>E-F</i>		
Solid Floors, thickness and spacing	<i>.42 every 3rd frame</i>	<i>✓</i>	Spacing		
" " Are Frame and Reversed Frame joggled?	<i>Yes</i>	<i>✓</i>	Bridge Deck, Angle, <i>E-F</i>		
Bracket Floors, breadth and thickness at middle line	<i>37 1/2 x .42</i>	<i>✓</i>	Spacing		
" " breadth and thickness at margin plate	<i>37 1/2 x .42</i>	<i>✓</i>	Forecastle Deck, Angle, <i>E-F</i>		
			Spacing		

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.....	<i>One</i>	✓	Stringer Plate, breadth and thickness in way of Bridge	✓	
„ in 'tween Decks, Size and Spacing.....	<i>2 1/8 all frames.</i>	✓	Thickness of Plating abreast Deck openings in way of Well	<i>.38</i>	✓
„ „ „ „ „	✓		Thickness of Plating abreast Deck openings in way of Bridge	✓	
„ in Holds „ „	✓		Thickness of Plating within line of openings...	<i>.34</i>	✓
„ „ „ „ „	✓		If Sheathed, material and thickness	✓	
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing.....	<i>Channels 8, 9 & 12 as per App'd Plan.</i>	✓	Stringer Plate, breadth and thickness.....		
Plating, thickness of	<i>.32</i>	✓	If Plated, state thickness.....		
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Way	<i>62 x .61</i>	✓	If Plated, state thickness		
„ „ „ „ in way of Bridge	✓		Poop Deck.		
„ Angle in Way	<i>6 6 .61</i>	✓	Stringer Plate, breadth and thickness		
Thickness of Plating abreast Deck openings in way of Well	<i>.58</i>	✓	Plating, Sheathing, material and thickness ...		
Thickness of Plating abreast Deck openings in way of Bridge	✓		Bridge Deck.		
Thickness of Plating within line of openings...	<i>.39</i>	✓	Stringer Plate, breadth and thickness.....		
If Sheathed, material and thickness	<i>R.F. 3</i>	✓	Plating, Sheathing, material and thickness ...		
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Way	<i>57 1/2 x .40</i>	✓	Stringer Plate, breadth and thickness.....		
			Plating, Sheathing, material and thickness ...		

SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?		No. of Rows of Rivets.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.	RIVETS.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches. Inches.		Inches.	Inches.	
FLAT PLATE KEEL	<i>52 1/2</i>	<i>.79</i>	<i>.76</i>	<i>.69</i>	<i>App'd .69 for 2</i>	<i>Double</i>	<i>1-7/8 3 1/2</i>	<i>Quad. 7/8 L</i>	<i>1</i>	<i>4</i>	<i>Lapped</i>
„ DBLG. (if any)	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓
BOTTOM PLATING, No. of Strakes		<i>.61</i>	<i>1 @ .61</i>	<i>.50</i>	✓	<i>Double</i>	<i>7/8 3 1/2</i>	<i>Quad. 1/2 L</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Lapped</i>
BILGE PLATING, No. of Strakes		<i>.61</i>	<i>.50</i>	<i>.50</i>	✓	„	„	„	„	„	„
SIDE PLATING, No. of Strakes		<i>.61</i>	<i>.47</i>	<i>.47</i>	✓	„	<i>7/8-1/4 3 1/2-2</i>	<i>Full full 1/2 7/8-1/4 3 1/2-2</i>	„	„	„
UPPER DECK, Sheer-strake in Way	<i>73 1/2</i>	<i>.76</i>	<i>.52</i>	<i>.52</i>	<i>App'd 73 1/2 x .69-47</i>	„	<i>1-7/8 3 1/2</i>	<i>Quad 1/2 L</i>	<i>1</i>	<i>4</i>	„
UPPER DECK, Sheer-strake in Bridge ...	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓
STRAKE BELOW Sheer-strake in Way	<i>78</i>	<i>.68</i>	<i>.47</i>	<i>.47</i>	✓	<i>Double [Upper 1-7/8 3 1/2</i>	<i>Quad 1/2 L</i>	<i>7/8 3 1/2</i>	<i>Lapped</i>		
STRAKE BELOW Sheer-strake in Bridge ...											
POOP SIDE PLATING											
BRIDGE SIDE PLATING ...											
FORECASTLE SIDE PLATING											

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	<i>7</i>
Extending to Upper Deck (Sec. 3 c)	<i>Collision Bkd only</i>
„ Deck next below	<i>— remaining 6 bks.</i>
As per Rule	<i>1 to upper dk, 6 to 2nd dk.</i>

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks					
„ „ Second „					
„ „ Third „					
„ „ Holds ...	<i>(4.8 F.)</i>	<i>.26-42 1/2 x 4 1/2</i>	<i>42 x 4 1/2</i>	<i>[3.31]</i>	
COLLISION „ (in Hold)		<i>30-54 9 x 3 1/2</i>	<i>42 x 4 1/2</i>	<i>BA 2 1/2</i>	✓
AFTER PEAK „ „		<i>30-48 9 x 3 1/2</i>	<i>42 x 4 1/2</i>	<i>BA 2 1/2</i>	✓

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>Roller Bar & Cast Iron Port 9 1/2 x 2 1/2</i>	<i>D. Colville & Sons, and Clyde Alloy Steel Co.</i>
STERN FRAME {	Propeller Post		<i>Castings Twin Screw</i>	<i>Steel Co.</i>
	Rudder „		<i>10 1/2 x 5 1/2</i>	<i>Scotland</i>
RUDDER—A x D			<i>685</i>	
Speed of Vessel			<i>10 1/2 knots</i>	<i>Sennytown Forge Co.</i>
RUDDER mainpiece at head ...	<i>Forging</i>		<i>11 1/2</i>	<i>80.</i>
„ „ heel ...			<i>8 1/2</i>	
„ how constructed				<i>Built Arms chumk on to mainpiece</i>
„ double or single plate				<i>Single plate</i>
„ coupling, vertical or horizontal.....				<i>Vertical Coupling.</i>

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	<i>Open Hearth Process.</i>
	<i>D. Colville & Sons, Ltd; W. Beardmore & Co, Ltd; Steel Co. of Scotland, Ltd; Skinningrove Iron Co., Ltd.</i>	
	Has the Steel been tested as required by the Rules?	<i>Yes.</i>

EQUIPMENT No. 32461

LETTER at

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.				
87665	1st Bower ...	65	1	21	-	-	-	51	5	0	0	65	✓	Halle (C. S. Head)	N. Hingley & Son, Rochester	26/5/25, H. Green
87673	2nd „ ...	65	1	21	-	-	-	51	5	0	0	65	✓	do	do	27/5/25, do
87666	3rd „ ...	65	0	0	-	-	-	51	0	0	0	64½	✓	do	do	26/5/25, do.
	Collective weight.	195	3	14								194½	✓			
87678	Stream	19	1	4	5	0	24	20	4	0	7	19	✓	Rodgers (Jasper W. E.)	N. Hingley & Son, Rochester	27/5/25, H. Green

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	
	Length.	Diam.	Stations.	Break-ing.	Supplied.	Per Rule.		Length.	Diam.					Length.	Cir.		Length.	Cir.
76762	135	2 3/4	96 1/4	134 3/4	362.0.0			270	2 3/4	Stand	N. Hingley & Son, Rochester	26/5/25, H. Green	POWLINE	90	5 1/4	80	90	5 1/4
76760	135	2 3/4	96 1/4	134 3/4	362.1.2					Link	do	do do do	HAWSERS & WARPS	6@90	3	18	4@90	3
					725.1.2									2@90	8		2@90	8
Stream Steel Wire	90	5		73				90	5	F.S.W.	Bullivant			2@90	7		2@90	7

Steering Gear, ~~Electric~~ Hydraulic by Harland & Wolff.

Steering Gear, Hand

None

Boats 2@27x8x3.4; 2@24x7.5x3 Steering Chains, Size and Test. None

Windlass 11"x13" steam by Emerson Walker

Ceiling in Holds, thickness and material 2 1/2" spruce under hatches only Cargo Battens, thickness, material and spacing 6"x2" spruce spaced 12" centres

Cargo Hatchways.—(Upper Deck) Steel crammings 30" above wood deck Thickness of Hatches 2 1/2"

Size of No. 1 Hatchway (Forward) 27.0x22.0 No. 2 31.5x22.0 No. 3 28.87x22.0 No. 4 26.25x22.0 No. 5 26.25x22.0 No. 6 26.25x22.0

Number of Shifting Beams and/or Fore and Afters 5 Shifting Beams in Nos 1, 2 & 3 Latches; 4 in Nos 4, 5 & 6 Latches. No Fore and Afters.

For HARLAND AND WOLFF, LIMITED.

Builder's Signature

W. J. Jamenson.

Assistant Secretary.

GENERAL DECLARATION

The materials and workmanship are good. The vessel has been built in accordance with the approved plans & instructions, the Secretary's Letters of various dates, and in conformity with the Rules for the class contemplated. The Owners are aware that the vessel has been built in accordance with the Society's Proposed Rules (1923-4) — see Builders' Letter.

The vessel is constructed to carry oil fuel in Nos 2, 3, 4, 6 & 7 double bottom tanks. The deep tank is constructed for carrying Bean Oil.

The tanks, decks, bulkheads, tunnels & W.T. door have been tested in accordance with the Rules, and the requirements of Sec. 35 of the Rules have been complied with where applicable.

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

Record for Register Book per Gen.

The amount of Entry Fee £ 9: 0: 0
 Special Survey Fee £ 328: 18: 0
 Travelling Expenses, if any £ : : :
 Fees applied for, 14/7/1925.
 Received by me, 29.8.25

I am of opinion the Vessel should be Classed **100A1** with freeboard Carrying Bean Oil in Deep Tank.

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

Signature

Geo. Webster, R. Brimblecombe.

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to

GLASGOW

Date of issue

16/7/25.

Committee's Minute

GLASGOW

14 JUL 1925

Character assigned

100A1

7.25 Lloyd's Assoc

+ LMC 7.25

Carrying Bean Oil in Deep Tank



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Lloyd's Register Foundation

Checked Joan Lushmore

002222-002228-0073 1/2

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.)

The vessel is a sister vessel to the same builders Yard N^o 643 G, 655 G, 656 G, 662 G, 663 G, 664 G, 676 G, 677 G & 678 G, M.V.'s Inverbank, Glenbank, Birchbank, Cedarbank, Combiebank, Clydebank, Albynbank, Elmbank, & Forrestbank.

Plans enclosed:

Midship Section.

Profile & Decks.

Stern Frame & Boss Arms.

Rudder.

Aft End Framing.

Fore End Framing.

W.T. Bulkheads.

Deep Tank.

Pumping Plan.

Hatch Plan.

Tunnel Plan.

Hatch End Beams.

Centre Line Bulkhead & 'Tween Deck Pillars.

Upper Deck Plan.

2nd Deck Plan.

Stern Girders & Beams.

Engine Seating.

Construction at Foot of Tunnel Stiffeners.

Please return above plans for dealing with sister vessels.

A plan of Midship Section as built is also enclosed, together with the Forging and Casting Reports.

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

1st Bower	41.0.16, D.D.W., 307, 28/4/25.
2nd "	40.1.7, D.D.W., 323, 5/5/25.
3rd "	40.2.10, D.D.W., 311, 28/4/25.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle ☒ 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)

2 decks (steel). Upper deck sheathed with 3" P.P.

Official No. 148867; Signal Letters KSTN
particulars of composition: N^o 2, 3, 4, 6 & 7 oil tanks under engines coated with mineral oil; N^o 5 Feed Water D.B. Tank and Cofferdams coated with Bituminous Solution & Enamel; Piston Cooling D.B. Tank coated with Zinc White Paint.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Salt Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Salt Water Capacity. Tons.
Double bottom, aft, WB or OF; WB = 350, OF = 323	131.25	350	Fore peak tank, WB	21.08	106
Double bottom, under Engines and Boilers, FW = 129; sub. oil = 31	39.37	167	After peak tank, WB	18.87	132
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	31.5	1067
Double bottom, forward, WB = 108; Remainder WB or OF	185.87	604	Other tanks, if fitted, oil tanks between tunnels = 233	115.0	251
WB = 496, OF = 457		1121	(If necessary, furnish further information by sketch.)		

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

Total length of Double Bottom Tanks = 356.5 feet.

Order for Special Survey No.

Date

6.6.24.

Dates of Surveys held while building

1924. July 14. Sept. 9. 24. 25. 25. Oct 10. 12. 21. 24. 27. Nov 17. 24. Dec 2. 16. 23.
1925. ~~Oct 10.~~ Jan 9. 19. 28. Feb 12. 16. 17. 19. 24. Mar 6. 9. 12. 16. 19. 23. 30.
Apr 6. 9. 10. 14. 15. 16. 17. 21. 22. 24. 28. 29. 30. May 1. 8. 11. 13. 18. 20. 29.
June 18. 29. July 1. 3. 7.

Total No. of Visits

Lloyd's Register
Foundation