

STEEL ~~STEAMER~~ or MOTORSHIP.

Received at London Office 17 FEB 1926

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

12<sup>th</sup> February 1926

Port of

Glasgow

No. 45400

Survey held at

Glasgow

Date First Survey

10.4.25

Last Survey

9<sup>th</sup> February

1926

On the (State if Machinery fitted with or without Tonnage Opening)

Twin Screw Motor Vessel "OLIVEBANK"

State Type

(Full length, Complete Superstructure with or without Tonnage Opening)

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

TONNAGE under Tonnage Deck

4768.25

CLASS *100 A.I.*

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 (on summer L.W.L. See Sec. 3 (1a))

L 419.5

Launched 3<sup>rd</sup> Dec. 1925

Yard No. 6846

Total

4768.25

Breadth (greatest moulded)

B 53.75

Builders Messrs Harland &amp; Wolff Ltd.

Gross Tonnage

5153.84

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

3152.98

1st Longitudinal Number (L x D) = 15584

Managers Andrew Lewis &amp; Co.

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

## REGISTERED DIMENSIONS. FEET.

Length

420.4

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

25.56

Residence

London

Breadth

53.9

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

11.3

Port of Registry

Glasgow

h

26.5

Do. Long Bridge to top of keel

25.434

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.
MES, Spacing amidships	3 1/2		Bracket Floors, Frame	B.A.	9 1/2 3 1/2 .45
" " from 1/2 length to Collision bulkhead	27		" " Reversed Frame	B.A.	9 3 .45
" " in peaks	24		" " Vertical Struts	B.A.	9 3 .45
E FRAMING.			Centre Girder, depth and thickness amidships		43 3/4 .58
Same Amidships, Angle	7 3 1/2 .50		" " top Angles	double	3 1/2 3 1/2 .54
" " Extends up to	upper Dk.		" " bottom Angles	double	5 5 .56
Reversed Frame Amidships, Angle	10 4 .52		Side Girders, No. each side and thickness	one @ .42	
" " Extends up to	2 <sup>nd</sup> Dk.		Margin Plate depth (excl. of flange) and thickness		41 x .54
Depth of Framing Girder	13 1/2		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	3 1/2 3 1/2 .46	double
Frames in Uppermost Continuous 'tween Decks, Angle	7 3 1/2 .50		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	6 6 .46	single
" " Second 'tween Decks, Angle, [ or [	✓		" " Gussets, spacing and scantling abaft 1/2 len. from stem	3 1/2 3 1/2 .46	every fr.
" " Third " " " "	✓		" " Gussets, spacing and scantling forward 1/2 len. from stem	do	
Framing in Peaks, Angle or [	7 1/2 3 1/2 .45 R.P. 4.4 R.P.		Tank Side Brackets, height above base line at toe of Frame and thickness	7 3/4 .42	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8, 5/4		INNER BOTTOM PLATING.		
State if Frame Joggled	Yes		Breadth and thickness of Middle Line Strake	53 3/4 x .52	
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	Beams & Stringers as approved Plan		Thickness of remainder in Holds	.44	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	As per approved Plan		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bankers and Boiler Room?	Yes	
DOUBLE BOTTOM.			BEAMS.		
Frames, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships	8 x .44 x 3 1/2 3 1/2 .52	
Height of Brackets at side above base line at toe of frame			" " in Walls, Angle, [ or [	✓	
Middle Line Keelson, on Floors, Angles, [ or [			" " in way of Bridge, Angle, [ or [	3 1/2	
" " Through Plate or Intercoastal Plate			Spacing		
" " Foundation Plate on Floors			Second Deck, amidships, Angle, [ or [	10 x .51 x 3 1/2 3 1/2 .56	
" " Flat Plate Keel Angles			Spacing	3 1/2	
Keelsons, No. each side			Third Deck, amidships, Angle, [ or [		
" thickness of Intercoastal Plate			Spacing		
" Angles			Fourth Deck, amidships, Angle, [ or [		
"			Spacing		
DOUBLE BOTTOM.			Paop Deck, Angle, [ or [		
Mid Floors, thickness and spacing	.42 every 30 frame		Spacing		
" Are Frame and Reversed Frame joggled?	Yes.		Bridge Deck, Angle, [ or [		
"			Spacing		
Bracket Floors, breadth and thickness at middle line	37 1/2 x .42		Forecastle Deck, Angle, [ or [		
" breadth and thickness at margin plate	37 1/2 x .42		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.
<b>PILLARS</b> , No. of Rows.....	<i>One</i>		Stringer Plate, breadth and thickness in way of Bridge .....	<i>✓</i>	
" in 'tween Decks, Size and Spacing.....	<i>2 7/8 alt. frames</i>		Thickness of Plating abreast Deck openings } in way of Wells .....	<i>.38 ✓</i>	
" " " " "	<i>✓</i>		Thickness of Plating abreast Deck openings } in way of Bridge .....	<i>✓</i>	
" in Holds " "	<i>✓</i>		Thickness of Plating within line of openings..	<i>.34 ✓</i>	
" " " " "	<i>✓</i>		If Sheathed, material and thickness .....	<i>✓</i>	
<b>Centre Line Bulkhead.</b> <i>Channels</i>			<b>Third Deck.</b>		
Stiffeners and Spacing.....	<i>8, 9 + 12 as per app'd Plan</i>		Stringer Plate, breadth and thickness.....		
Plating, thickness of .....	<i>.32</i>		If Plated, state thickness.....		
<b>STRINGERS AND DECKS.</b>			<b>Fourth Deck.</b>		
<b>Uppermost Continuous Deck.</b>			Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells	<i>62 x .61</i>		If Plated, state thickness .....		
" " " " in way of Bridge	<i>✓</i>		<b>Poop Deck.</b>		
" Angle in Wells .....	<i>6 6 .61</i>		Stringer Plate, breadth and thickness .....		
Thickness of Plating abreast Deck openings } in way of Wells .....	<i>.58</i>		Plating, Sheathing, material and thickness ...		
Thickness of Plating abreast Deck openings } in way of Bridge .....	<i>✓</i>		<b>Bridge Deck.</b>		
Thickness of Plating within line of openings...	<i>.39</i>		Stringer Plate, breadth and thickness.....		
If Sheathed, material and thickness .....	<i>P.P. 3"</i>		Plating, Sheathing, material and thickness ...		
<b>Second Deck.</b>			<b>Forecastle Deck.</b>		
Stringer Plate, breadth and thickness in Wells...	<i>57 1/2 x .40</i>		Stringer Plate, breadth and thickness.....		
			Plating, Sheathing, material and thickness ...		

## SHELL PLATING.

[illegible]

## WATERTIGHT BULKHEADS.

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

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
<b>MIDSHIP BULKH'D,</b>	Upper tween decks					
"	"	Second	"			
"	"	Third	"			
"	"	Holds ... (48 F.)	26-42	15 x 41 x 44 x 62	5	31"
<b>COLLISION</b>	"	(in Hold)	30-54	10 x 3½ x 52 B.A. } 9 x 3 x 44 B.A.	24"	Semi box beam + chain for H
<b>AFTER PEAK</b>	"	"	30-43	9 x 3 x 44 B.A.	24"	Semi box beam Hunnel Flat.

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.	
<b>KEEL, Bar</b> .....		<i>Flat plate Keel</i>			
<b>STEM</b> <i>Roller Bar Cast Iron</i> .....		<i>9<math>\frac{3}{4}</math> x 2<math>\frac{5}{8}</math></i>	<i>D. Colville &amp; Sons Ltd + Glyde Valley St. Co. Ltd</i>		
<b>STERN FRAME</b> { Propeller Post .....		<i>Casting Iron Spar</i>	<i>Steel Co</i>		
{ Rudder .....		<i>10<math>\frac{1}{2}</math> x 3<math>\frac{3}{4}</math></i>	<i>of Scotland</i>		
<b>RUDDER—A x D</b> .....		<i>685</i>	<i>Greenock Harbour</i>		
<b>Speed of Vessel</b> .....		<i>10<math>\frac{1}{2}</math> knots</i>			
<b>RUDDER</b> mainpiece at head ...		<i>Forging</i>		<i>11<math>\frac{1}{2}</math></i>	
" " heel ...		<i>"</i>		<i>8<math>\frac{1}{2}</math></i>	
" how constructed .....		<i>Built, arms skunk on to main piece</i>			
" double or single plate		<i>Single plate</i>			
" coupling, vertical or horizontal .....		<i>Vertical Coupling</i>			

STEEL. D. Colville & Son Ltd.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) The Steel Co of Scotland Ltd, Wm Beardmore & Co Ltd, Paisley & Partners Ltd.

Open hearth process

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

Lloyd's



EQUIPMENT No. 38461										LETTER af		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.			
87864	1st Bower ...	66	2	5	Stokless			51	19	1	14	65	Hallo (C.S. Head)	N. Hingley & Son	Netherton; 27/1/25. J.F. Wright
87998	2nd " ...	65	3	14	"			51	10	0	0	65	"	"	" 13/1/25; H. Green
85224	3rd " ...	64	0	6	"			50	12	2	0	64½	"	"	" 27/1/25; "
	Collective weight.	196	1	25								✓ 194½			
87990	Stream .....	19	0	10	5	1	10	19	19	2	21	19	Rodgas (Engd 48)	"	" 31/1/25 "

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.	
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
76929	135	25 1/2	96 1/2	134 3/4	361-3-24	} 720 3/4			270	25 1/2	Sho Lark N. Hingley, Son Netherton; 29/10/25; H. Green				TOWLINE	90	5 1/4	80	90	5 1/4
76931	135	25 1/2	96 1/2	134 3/4	362-1-0								"	"	"	5/11/25; "		HAWSERS & WARPS	60	3
Non Stream Cable or Steel Wire	90	5	73						90	5	F.S.W. Bullivant				"	20	8	Manilla	20	8
															"	20	7		20	7

Steering Gear, ~~Steam~~ *Electro Hydraulic by Harland & Wolff.* Steering Gear, Hand *None*

Boats *2 @ 27' x 8.25' x 3.4'; 2 @ 24' x 7.5' x 3* Steering Chains; Size and Test *None* Windlass *11 x 13 steam by Emerson Walker*

Ceiling in Holds, thickness and material *2½ spruce under hatches only* Cargo Battens, thickness, material and spacing *6 x 2" spruce spaced 12" centres*

Cargo Hatchways.—(Upper Deck) *Steel Coverings 30" above wood deck* Thickness of Hatches *2½*

Size of No. 1 Hatchway (Forward) *27.0 x 22.0* No. 2 *31.5 x 22.0* No. 3 *28.57 x 22.0* No. 4 *26.25 x 22.0* No. 5 *26.25 x 22.0* No. 6 *26.25 x 22.0*

Number of Shifting Beams and/or Fore and Afters *5 Shifting Beams in Nos. 1, 2 & 3 hatches; 4 in Nos. 4, 5 & 6 hatches. No fore & afters.* *For HARLAND AND WOLFF, LIMITED.*

Builder's Signature *R. J. Allen* 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, & 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 Vegetable oil (see Glasgow letter M. 11/2/26). 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 freeboard marks cut in on the vessel's sides. The single riveted beams, bulks, & angles of the fore peak have been electrically welded with a view to carrying oil and the tank has been retested. An additional air pipe, a filling pipe, & 2 ship side connections geared to the 2nd deck have been fitted to the fore peak. (see Glasgow letter 27/1/26)*

The amount of Entry Fee ..... £ *11.0.0* Fees applied for, *15/2/26.*

Special Survey Fee.... £ *328: 17: 0* Received by me, *13.3.26* *APR*

Travelling Expenses, if any £ : : : : : I am of opinion the Vessel should be Classed *100 A.1. with freeboard.*

State whether the Vessel has been built under Special Survey *Yes.* Signature *Geo. Webster.*

Certificate to be sent to *GLASGOW* Date of issue *15/3/26* Surveyor to Lloyd's Register of Shipping.

Committee's Minute *GLASGOW 16 FEB 1926* *FRI. 19 MAR 1926*

Character assigned *100 A1.*

*with freeboards 2, 26.*

*Carrying Vegetable oil in Deep Tank*

*Carrying Oil F.P. above 150° F in Fore Peak*

*Lloyds ascl*

*+ LMC 2, 26.*

The Surveyors are requested not to write on or below the Committee's Minute.

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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 Yards Nos. 643G, 655G, 666G, 662G, 663G, 664G, 676G, 677G, 678G, 679G, 680G, 681G, 682G, & 683G, M.V.s. Inverbank, Glenbank, Birchbank, Cedarbank, Conlibank, Clydebank, Alpbank, Slubank, Inverbank, Mainbank, Weirbank, Larchbank, Livenbank & Myrtlebank

Plans enclosed:—

Midship Section  
Profile & Decks.  
Stem Frame & Boss Arms  
Rudder  
Aft End Framing  
Fore End Framing  
Lo.T. Bulkheads  
Deep Tank  
Pumping Plan  
Hatch Plan  
Tunnel Plan  
Hatch End Beams  
Centre Line Bulkhead & Green St. Pillars  
Upper Deck Plan  
2nd Deck Plan  
Stem Cuts & Beams.  
Engine Seating  
Construction at foot of tunnel stiffeners  
2 Plans of alterations to Fore Peak.

A plan of Midship Section as built is also enclosed together with the Engine & Casting Reports.

Note. Please return plans for dealing in the sister vessels.

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

1st Bower 42.1.21; D.D.W.; 4/8; 6/7/25.  
2nd " 45-2-16; K.H.; 3646; 28/9/25.  
3rd " 41-2-7; W.A.D.; 574; 10/3/21.

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.; Pt. Can.

Official No. 148889; Signal Letters K.T.Q.G.  
Is bottom of Vessel coated with cement No. 1 S.B. tank if not give particulars of composition {No. 2, 3, 4, 6 & 7 Lubricating Oil tank under Engines coated with Mineral Oil; No. 5 Fresh Water S.B. tank coated with Bituminous Solution & enamel; Piston Cooling S.B. tank coated with Zinc White Paint

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length.	Salt Water Capacity.	Where Fitted.	Length.	Salt Water Capacity.
Double bottom, aft, W.B. or O.F.; W.B. = 350, O.F. = 323	131.25	350	Fore peak tank, W.B. or oil	21.08	106
Double bottom, under Engines and Boilers, F.W. = 129; Lub. Oil = 31	39.37	167	After peak tank, W.B.	18.87	132
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward, 991 tons oil	31.5	1067
Double bottom, forward, W.B. = 108, Remained W.B. or O.F. W.B. = 496, O.F. = 457	185.87	604	Other tanks, if fitted, Oil tanks between tunnels = 233	115.0	251
Total capacity of double bottom	1121		(If necessary, furnish further information by sketch.)		

Total length of Double Bottom Tanks = 356.5 feet.

Order for Special Survey No. 5286

Date 1.1.25

Dates of Surveys held while building

1925. Apr 10. 15. 23. 27. May 7. 12. 14. 20. 28. June 2. 4. July 3. 15. Aug 11. 18. 12.  
Sept 4. 18. 21. 29. Oct 5. 9. 30. Nov 1. 4. 6. 7. 9. 11. 13. 16. 18. 20. 21. 23. 24. 27. 28. 30.  
Dec. 1. 2.  
1926. Jan 11. 19. 21. 25. 28. 29. Feb 2. 3. 4. 5. 8. 9

Total No. of Visits 53