

STEEL ~~STEAMER~~ or MOTORSHIP.

Received at London Office

10/11/37

State if Report has been sent on the Freeboard of the Vessel $\frac{1}{2}$ State if Report is sent on the Machinery of the Vessel $\frac{1}{2}$

Date of completion of report

8-11-37

Port of

Glasgow

No. 59000

Survey held at

Glasgow

Date First Survey

12th Jan 1937

Last Survey

3rd November

1937

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

Single Screw Motor Vessel

BROOMDALE

(Machinery aft)

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

Full Scantling

State Type of Erections Poop, Bridge & etc

TONNAGE under Tonnage Deck

7454.44

CLASS +100 A1 ✓ State if with freeboard) 40
Carnegie Petroleum in Bulk as condition of Class

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 463.01

Breadth (greatest moulded) B 61.51

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 34.0

1st Longitudinal Number (L x D) = 15742

2nd Numeral L x (B + D) = 44216.5

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

Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.62 ✓
Do. Long Bridge to top of keel

Draught Moulded 27' 3 3/8

Built at Glasgow

Launched 2nd Sept 1937 Yard No. 9736

Builders Harland & Wolff Ltd

Owners The Admiralty

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

Residence

Port of Registry London

If surveyed while building, afloat, or in dry dock

Yes.

REGISTERED DIMENSIONS.

Length 467.85

Breadth 61.75

Depth 33.85

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.
See also longitudinal framing					Bracket Floors, Frame				
FRAMES, Spacing amidships	27	5	30	✓	" " Reversed Frame				
" " from 3/4 length to Collision bulkhead.....	27			✓	" " Vertical Struts				
" " in peaks	24			✓	Centre Girder, depth and thickness amidships	64	x	54	✓
SIDE FRAMING.					" " top Angles	3 1/2	3 1/2	48	✓
Frame Amidships, Angle, E or C	9	3 1/2	40	✓	" " bottom Angles	5	5	54	✓
" " Extends up to	Upper Dk			✓	Side Girders, No. each side and thickness	2	2	75	✓
Reversed Frame Amidships, Angle				✓	Margin Plate depth (excl. of flange) and thickness			154	✓
" " Extends up to				✓	" " Vertical Angle to Tank side	6	6	46	✓
Depth of Framing Girder	9			✓	Bracket abaft 1/4 len. from stem				
Frames in Uppermost Continuous 'tween Decks, Angle, E or C				✓	" " Vertical Angle to Tank side				
" " Second 'tween Decks, Angle, E or C				✓	Bracket forward 1/4 len. from stem				
" " Third " " " "				✓	Gussets, spacing and scantling abaft 1/4 len. from stem				
Framing in Peaks, Angle or C	8	3 1/2	47	✓	" " Gussets, spacing and scantling forward 1/4 len. from stem				
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8	@	5 1/4	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	8' 7"	x	46	✓
State if Frame Joggled	Yes.			✓	INNER BOTTOM PLATING, Engine Room				
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	As per approved plan			✓	Breadth and thickness of Middle Line Strake			1 1/8	✓
STRENGTHENING OF BOTTOM FORWARD. State Particulars	3 Strake shell increased as per approved plan			✓	Thickness of remainder in Holds			52	✓
SINGLE BOTTOM. Ford Deep Tank.					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?			Yes.	✓
Floors, Depth and thickness at mid-line in Holds	48	x	38	✓	BEAMS.				
Height of Brackets at side above base line at toe of frame	7' 0"			✓	Uppermost Continuous Deck, amidships	10	3 1/2	40	✓
Middle Line Keelson, on Floors, Angles, E or C	40	-	44	✓	" " in Wells, Angle, E or C	8	3 1/2	35	✓
" " Through Plate or Intercoastal Plate				✓	" " in way of Bridge, Angle, E or C	8	3	45	✓
" " Foundation Plate on Floors				✓	Spacing	27	5	24	✓
" " Flat Plate Keel Angles	4	4	53	✓	Second Deck, amidships, Angle, E or C	9	3	44	✓
Side Keelsons, No. each side	Two			✓	Spacing	30	5	24	✓
" " thickness of Intercoastal Plate	6	6	46	✓	Third Deck, amidships, Angle, E or C	7	3	42	✓
" " Angles	12	x	46	✓	Spacing	27	5	24	✓
DOUBLE BOTTOM. Engine Room					Fourth Deck, amidships, Angle, E or C				✓
Solid Floors, thickness and spacing	42	x	46	✓	Spacing				✓
" " Are Frame and Reversed Frame joggled?	Yes			✓	Poop Deck, Angle, E or C	8	3	35	✓
Bracket Floors, breadth and thickness at middle line				✓	Spacing	24	5	30	✓
" " breadth and thickness at margin plate				✓	Bridge Deck, Angle, E or C	7	3	42	✓
					Spacing				✓
					Forecastle Deck, Angle, E or C	8	3	39	✓
					Spacing	27	5	24	✓

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.....											
	" in 'tween Decks, Size and Spacing.....										
	" " " " " "										
	" in Holds										
	" " " " " "										
	Centre Line Bulkhead.										
	Stiffeners and Spacing.....										
	Plating, thickness of										
STRINGERS AND DECKS.											
Uppermost Continuous Deck.											
	Stringer Plate, breadth and thickness in Wells										
	" " " " in way of Bridge										
	" Angle in Wells										
	Thickness of Plating abreast Deck openings in way of Wells										
	Thickness of Plating abreast Deck openings in way of Bridge										
	Thickness of Plating within line of openings...										
	If Sheathed, material and thickness										
Second Deck.											
	Stringer Plate, breadth and thickness in Wells...										
			</								

SHELL PLATING.									
SCANTLINGS.					RIVETING.				
STRAKES.		AS IN VESSEL.		ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.		EDGES.		BUTTS.	
						State if jogged?			
FLAT PLATE KEEL		53 .79 .77 .77		see plan on bulk		Double		1 4 Five	
" DBLG. (if any)		30 .65 .54 .51		.65 .51		Double		7/8 3 1/2	
BOTTOM PLATING, No. of Strakes		20 .66 .53 .54		.66 .51		Double		7/8 3 1/2	
BILGE PLATING, No. of Strakes .....		.65 .53 .54		.65 .51					
SIDE PLATING, No. of Strakes .....		.63 .53 .48		.63 .48					
UPPER DECK, Sheer-strake in Wells.....		69 1/2 1.04 .57 .57		.65 .96 .48		1 1/8 4 1/2 Five to Six half		1 1/8 5	
UPPER DECK, Sheer-strake in Bridge		1.20							
STRAKE BELOW SHEER-strake in Wells.....		75 .80 .53 .48		.74 .80 .48		1 4 Four		1 4	
STRAKE BELOW SHEER-strake in Bridge									
POOP SIDE PLATING .....				.50 .40		Single 7/8 3 1/2 Two		3/4 2 3/4	
BRIDGE SIDE PLATING .....		.44				Single 3/4 3 One			
FORECASTLE SIDE PLATING .....		.44				Single 3/4 3 1/2			

WATERTIGHT BULKHEADS.						FORGINGS AND CASTINGS.				
Total No. of W.T. BULKHEADS in Vessel—						Seventeen				
Extending to Upper Deck (Sec. 3 c)						Seventeen				
" Deck next below						✓				
As per Rule						Approves				
Seventeen										
		Plating Thickness.	STIFFENERS.							
			VERTICAL.		HORIZONTAL.					
			Scantlings.	Spacing.	Scantlings.	Spacing.				
MIDSHIP BULKHEAD, Uppertween decks			✓							
" " Second "			✓							
" " Third "			✓							
" " Holds		51' 40	9 x 35 .40	30-30 1/2	3 Strips					
COLLISION " (in Hold)		53' 30	10 x 35 .53	24	3 Strips & 1/2					
AFTER PEAK " "		51' 1/2 30	8 x 35 .50	24	main deck 1/2					

	Castings or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		✓		
STEM	M.S.	10 1/2 x 2 1/4	✓	
STERN FRAME	Propeller Post	F. 1.5.	As approved	Wiltons Forge
	Rudder	F. 1.5.	11 x 8 3/4	✓
Speed of Vessel		11 1/2 knots		
RUDDER—Type		Only Patent		
" A x D		As approved		
" Diam. of head		14 3/16	Wiltons Forge	
" Mainpiece at top pintle	F. 1.5.			
" " heel				
" how constructed		Plate, rough	As approved	
" double or single plate coupling, vertical or horizontal		Double .60	✓	
		Horizontal		

STEEL.									
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture).									
Coville & Co. The Steel Company of Scotland Ltd & The Lanarkshire Steel Co. Open hearth process									
Has the Steel been tested as required by the Rules?									
Yes									

Rpt. 1*.

BROOMDALE GLASGOW REPORT No 59000
PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.					
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads.		
														Diam.	Spang.		Inches.	Number.	Diameter.
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Inches.		Inches.
Framing of $\begin{matrix} L \\ L \\ or \\ C \end{matrix}$																			
Frames in Bridge 'tween Decks ...																			
Frames from Uppermost Continuous Deck <i>Keel</i> No. 1		17	.48	4 x 4 x .68	17	.48	4 x 4 x .68	17	.48	4 x 4 x .68	17	.48	4 x 4 x .68	7/8	5 1/2	3" apart for 10	20 x 18	24 x 2	7/8
" 2		"	"	"	"	"	"	"	"	"	"	"	"	"	"	Rivets in 40'0"	"	"	"
" 3		"	"	"	"	"	"	"	"	"	"	"	"	"	"	Ranks 13' apart	"	"	"
" 4		"	"	"	"	"	"	"	"	"	"	"	"	"	"	for 12 rivets in	"	"	"
" 5		"	"	"	"	"	"	"	"	"	"	"	"	"	"	24'2" Ranks	"	"	"
<i>Wing Bulkhead</i> " 6		17	.48	4 x 4 x .68	17	.48	4 x 4 x .68	17	.48	4 x 4 x .68	17	.48	4 x 4 x .68	7/8	5 1/2	"	20 x 18	24 x 2	7/8
" 7		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
" 8		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
" 9		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
" 10		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
" 11		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
" 12		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
" 13		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
" 14		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
" 15		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
" 16		30 1/2 in Wing Tanks	29	30 + 31	30 1/2 in Wing Tanks	29	30 + 31	30 1/2 in Wing Tanks	29	30 + 31	30 1/2 in Wing Tanks	29	30 + 31						
Spacing of Longitudinal Frames		Amidships			At Ends			Amidships			At Ends								
Double Bottoms $\begin{matrix} L \\ L \\ or \\ C \end{matrix}$		Tank Top Longitudinals																	
		Bottom																	
Spacing of Longitudinals		Amidships			At Ends...														

EQUIPMENT No 46060 ✓												LETTER dt ✓		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.				
36827	1st Bower ...	89	1	14 ✓	✓	✓	✓	63	5	0	0 ✓	814	Byres Improved Stock	✓	Sunderland 25/1/37 J. H. Buddie	
37441	2nd „ ...	81	2	7 ✓	✓	✓	✓	59	10	0	0 ✓	814	Do	✓	Do 18/8/37 V. Norman	
36620	3rd „ ...	69	3	7 ✓	✓	✓	✓	53	15	0	0 ✓	695	Do	✓	Do 18/11/36 J. H. Buddie	
	Collective weight.	240	3	0 ✓	✓	✓	✓					232 ✓				
50905	Stream	23	2	7 ✓	✓	✓	✓	23	11	3	14 ✓	235 Ex Stock	✓	Ordinary 72 lb	✓	Grady Head 29/9/37 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.				
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
39496	300'	2 1/2"	112 1/2	157 1/2	952-2-14				300	2 1/2"	Stud link	-	Cardiff 9/10/37 L Wright	TOWLINE...	130	2 1/2"	5 1/2	84.4	130	5 1/2
36929	2e3 link for 2 1/2 Cables	3 3/4"	112 1/2	157 1/2	8-3-14						Open link	-	do 19/8/37 do	HAWSERS & WARPS	2e100	8"	-	2e100	8"	
					961-2-0				940					"	2e100	8"	-	2e100	8"	
		Cir.								Cir.										
Iron Stream Chain or Steel Wire	120'	4 3/4"		64.6					120	4 3/4"	55WR 6/24			"						

Steering Gear, Steam *Hydraulic by Hastie* Emergency Steering Gear, Hand *Blocks & Tackle*

Boats *4e 24'-0" x 7'-6" x 3'-0" Steel* Steering Chains, Size and Test *None* Windlass *Steam 12 1/2" x 14" by Emerson Walker*

Ceiling in Holds, thickness and material *None* Cargo Battens, thickness, material and spacing *For hold steel covers*

Cargo Hatchways.-(Upper Deck) *Steel plates and angles* Thickness of Hatches *Steel .44 Stiffeners 5 x 3 x 38 L*

Size of No. 1 Hatchway (Forward) *6'-9" x 10'-0" No. 2* ✓ No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 ✓

Number of Shifting Beams and/or Fore and Afters *None*

For HARLAND AND WOLFF, LIMITED
Builder's Signature *R. J. Allen* Govan Secretary.

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel ✓
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo ✓ The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

This vessel has been built in accordance with the approved plans, the Secretary's Letter of Various Dates and in conformity with the Society's rules for the class contemplated.

The workmanship and materials are good. The bulkheads, decks, double bottom, peaks, oil cargo tanks, oil fuel bunkers and fore and aft cofferdams have been tested in accordance with the rule requirements. The freeboards verified and the marks cut in on the vessel's side. The steering gear and windlass tried with satisfactory results. Oil fuel F.P. above 150°F is carried in a deep tank and the aft, end, fore deep tank, and double bottom tank aft. Section 20 of the rules have been complied with.

The approved plans as per list on other side are forwarded herewith.

The amount of Entry Fee £ 11 : 0 : 0 Fees applied for, (Special notations, where part of class, to be stated.)

Special Survey Fee.... £ 612 : 10 : 6 2. 11. 1937

Freeboard Received by me, 8. 11. 1937

Travelling Expenses, if any £ 19 : 0 : 0

I am of opinion the Vessel should be Classed *+100 A1*

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

Surveyor to Lloyd's Register of Shipping.

in duplicate Certificate to be sent to GLASGOW Date of issue *15/11/37*

Original sent to British Tankers Co London

Committee's Minute *GLASGOW 9-NOV 1937*

Character assigned *-100 A1*

11.37

Carrying Petroleum in Bulk

Lloyd's A+C.P.

+ L.M.C. 11.37

2AB-150th

Longitudinal framing at bottom & Deck

W

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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.)

List of plans—

Midship Section as built (forwarded in advance)
Midship Section
Scantlings in way of Oil Tanks
Transverse bulkheads
Oil fuel bunkers and Off Cofferdam bulkheads
Bridge and bulkheads & partitions under Bridge
Longitudinal bulkheads in oil fuel bunkers
Stringers in oil fuel bunkers
After end framing
Engine seating and Tank Top.
Framing in nos 1, 2, 8 & 9 being oil tanks
Fore end shell plating
Bridge deck plating
Engine & Boiler Casings
Stemframe
Stemframe and Outh Rudder
Fore peak bulkhead
Scantlings in way machinery space
Modified position of channel pillars in Motor Room
Steel tubular masts
Stem offsets
Prelim. plan of Outh rudder
Space filler
Ribs
Stemframe
Fore end arrangement
Emergency steering gear
Pumping plan
Casting and Forging Certificate for Rudder, Stemframe & Masts (2)

Sister Vessel—British Power British Destiny,
Boardale, & British Integrity.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. Carrying Petroleum in Bulk
Longitudinal framing at bottom and at deck, Cruisers Stem, Direction finds, Echo sounding device,
Machinery op. Lloyd's A.R.C.P. Wireless, O.A. Length 483'-1" ✓

Particulars of Drop Test of Cast Steel Anchors, viz. :— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	2nd "	3rd "
	60 - 1 - 7 W.H.H. 20 6048 4/12/36	55 - 1 - 7 W.H.H. - 6741 20/6/37	43 - 3 - 7 W.H.H. - 5967 23/10/36

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 105.4 ft., R.Q.D. ✓ ft., Bridge 42.5 ft., Forecastle 45.25 ft.
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

No. and Material of Decks 1 Dk. 2nd Dk. clear of cargo tanks

Official No. 165574 ; Signal Letters
particulars of composition Pt. Cement Pt. Asph.

Is bottom of vessel coated with cement Bitumastic in Deck & Peak Tanks
Cement filler at seams in Tanks if not give

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		224
Double bottom, under Engines and Boilers,			After peak tank,		200
Double bottom, if under Engines only,	75	175	Deep tank, aft, Cofferdam leave out	3.5	188
Double bottom, if under Boilers only,			Deep tank, forward,	33.75	434
Double bottom, forward,			Other tanks, if fitted, 2 nd Cofferdam leave out	3.5	187
Total length of Double bottom including Cofferdam at 2'-6" = 77'-6" ✓		Total capacity of double bottom 175 ✓	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks (See Circular No. 1284).

Order for Special Survey No. 6314

Date 21. 9. 36

Dates of Surveys held while building

1937 Jan: 12. 25. 28 Feb: 2. 9 Mar: 1. 2. 3. 10. 17. 19. 26 Apr: 1. 6. 13. 19. 22. 29 May: 5. 6. 13. 17. 20. 25. 28. 31 June: 1. 15. 17. 24. 25. 29 July: 5. 8. 14. 28. 30 Aug: 4. 6. 9. 10. 11
13. 16. 18. 19. 20. 23. 24. 25. 27. 30. 31 Sep: 2. 16. 20 Oct: 13. 16. 18. 19. 21. 22. 25. 29 Nov: 2. 3

Total No. of Visits 67