

STEEL ~~STEAMER~~ or MOTORSHIP.

JAN 10 1940

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

6th JANUARY 1940. Port of **GREENOCK.**

No. 20881.

Survey held at **PORT GLASGOW.**Date First Survey 1st FEBRUARY 1939. Last Survey 28th DECEMBER 1939.

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

SINGLE SCREW MOTORSHIP 'DESMOULEA'**MACHINERY AFT**

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

FULL SCANTLINGState Type of Erections **POOP BRIDGE & CLE**

TONNAGE under Tonnage Deck.

7234.92CLASS **100.A.1.**
"CARRYING PETROLEUM IN BULK"State if with freeboard as condition of Class **No**Built at **PORT GLASGOW**

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Length from fore part of stem to after part of stern of beam at side of uppermost continuous deck. See Sec. 3 (1a)

L 460.0Launched **OCTOBER 26th 1939.** Yard No. **920**

Breadth (greatest moulded)

B 59.0Builders **LITHGOWS LTD**

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

D 34.0Owners **ANGLO-SAXON PETROLEUM CO LTD**

1st Longitudinal Number (L x D)

= 15640Managers **✓**

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

2nd Numeral L x (B + D)

= 42780Residence **LONDON**

ENTERED DIMENSIONS.

FEET.

465.0**59.25****33.85**

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

✓

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

13.52Port of Registry **LONDON**

Do. Long Bridge to top of keel

✓

Draught Moulded

27' 4 1/2"

If surveyed while building, afloat, or in dry dock

BUILDING, AFLOAT IN DRY DOCK

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.
Spacing amidships	31 1/2 ✓		Bracket Floors, Frame	✓	
from FOR COFFERDAM ✓	27 ✓		" " Reversed Frame	✓	
Collision bulkhead	30 3/4 ✓		" " Vertical Struts	✓	
in peaks	24 ✓		Centre Girder, depth and thickness amidships	60 x 37 ✓	
MING.			" " top Angles	4 x 3 1/2 x 50 ✓	
amidships, Angle, E or C	10 3/2 .44 ✓		" " bottom Angles	4 x 4 x 59 ✓	
Extends up to WITH 2 SIRE STRINGERS IN DEPTH ✓			Side Girders, No. each side and thickness	3. 1 @ .50 1/2 HT. ✓	
TOP STRINGER 26 x 42 FACE BAR ✓			Margin Plate depth (excl. of flange) and thickness	1 @ .60 TOP BAR CONTINUOUS ✓	
BOTTOM STRINGER 30 x 44 3/2 3/2 .44 ✓			" " Vertical Angle to Tank side	6 x 6 x 46 ✓	
3 STRINGERS FITTED IN FOR WING TANKS. ✓			Bracket abaft 1/2 len. from stem	DOUBLE WEB FRAMES. ✓	
Extends up to			" " Vertical Angle to Tank side		
in ENGINE SPACE BA ✓	10 x 3 1/2 .44 To 2 nd Dk ✓		Bracket from forward 1/2 len. from stem to Panting Area	✓	
Framing Girder			Gussets, spacing and scantling abaft 1/2 len. from stem	✓	
in Uppermost Continuous tween Decks, Angle, E or C	TWIN Dk FRAMES ✓		Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	✓	
Second tween Decks, Angle, E or C	8 x 3 1/2 x 44 - 33 AT EVERY FRAME ✓		Tank Side Brackets, height above base line at toe of Frame and thickness	96 x 46 ✓	
Third	CARRIED TO POOP Dk ON ALT FRAMES ✓		INNER BOTTOM PLATING.		
FORWARD CARGO HOLD BA ✓	INTERMEDIATE FRAMES 5 1/2 x 38 0A. ✓		Thickness and thickness of Middle Line Stakes	1 1/8 PLATING UNDER ENGINE SEAT ✓	
in ENGINE SPACE FORWARD CARGO SPACE AS APPROVED. ✓			Thickness of remainder in Holds	REMAINDER .52 ✓	
Peaks, Angle, E or C	8 3/2 .47 ✓		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?	✓	
and Spacing of Rivets through Frame and Shell Plating amidships	7/8 SPACED 4/8 ✓		BEAMS.		
Frame Joggled	YES. ✓		Uppermost Continuous Deck, amidships	LONG BEAMS AS PER PAGE 4 ✓	
Scantlings and arrangements in the Area in accordance with the Rules approved?	YES. ✓		" " in way of WELLS ✓	9 3 1/2 .38 ✓	
Scantlings and arrangements in way of bottom Forward in accordance with and/or as approved?	YES. ✓		" " in way of BRIDGE ✓	8 3 .44 ✓	
DOUBLE BOTTOM.			" " in way of POOP HOLD ✓	EVERY FRAME	
Depth and thickness at mid-line in Holds	LONGITUDINAL FRAMING. ✓		Second Deck, amidships, Angle, E or C	9 3 .37 ✓	
Height of Brackets at side above base line at toe of frame	ON BOTTOM IN WAY OF CARGO TANKS ✓		Spacing	EVERY FRAME ✓	
Keelson, on Floors, Angles, E or C	SEE PAGE 4. ✓		SECOND IN WAY OF CARGO HOLD ✓	9 3 .42 ✓	
" " Through Plate or Intercoastal Plate			Third Deck, amidships, Angle, E or C	4 8 3 1/2 .40 ✓	
" " Foundation Plate on Floors			Spacing	EVERY FRAME ✓	
" " Flat Plate Keel Angles			Fourth Deck, amidships, Angle, E or C	✓	
Side Keelsons, No. each side			Spacing	✓	
" " thickness of Intercoastal Plate			POOP Deck, Angle, E or C	9 3 .37 ✓	
" " Angles			Spacing	EVERY FRAME ✓	
DOUBLE BOTTOM. IN ENGINE SPACE ONLY. ✓			Bridge Deck, Angle, E or C	7 3 .41 ✓	
Solid Floors, thickness and spacing	50 .42 ON EVERY FRAME ✓		Spacing	EVERY FRAME ✓	
" " Are Frame and Reversed Frame joggled?	YES. ✓		Forecastle Deck, Angle, E or C	10 3 1/2 .40 ✓	
Bracket Floors, breadth and thickness at middle line	✓		Spacing	9 3 .42 ✓	
" " breadth and thickness at margin plate	✓			EVERY FRAME	

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.....			2ND Dk INWAY OF CARGO HOLD ✓		
" in 'tween Decks, Size and Spacing.....	PILLARS AT ENDS		Stringer Plate, breadth and thickness in way of Bridge	37x 40 ✓	.36 in DELPHINULA
" " " " "	AS APPROVED ✓		Thickness of Plating abreast Deck openings in way of Wells	34. ✓	
" in Holds " "			Thickness of Plating abreast Deck openings in way of Bridge	✓	
" " " " "			Thickness of Plating within line of openings... ✓		
LONGITUDINAL ✓			If Sheathed, material and thickness	NONE ✓	
Bulkheads PORT & STAR P. SPACER 8 1/2" 3 1/2" RAKE ✓	10 3 1/2 .44 BA ✓ 11 3 1/2 .42 IN NOS 8 TANKS. 11 3 1/2 .44 IN NO 9 TANK ✓		Third Deck.		
Stiffeners and Spacing.....			Stringer Plate, breadth and thickness.....	✓	
Plating, thickness of43 - .39. ✓		If Plated, state thickness.....	✓	
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....	✓	
Stringer Plate, breadth and thickness in Wells	90x .80 ✓		If Plated, state thickness	✓	
" " " " in way of Bridge ENDS ✓	90x .00 ✓		Poop Deck.		
" Angle in Wells POOP END ✓	90x .90 ✓		Stringer Plate, breadth and thickness	37x 37 ✓	
Thickness of Plating abreast Deck openings in way of Wells CLEAR OF OPENINGS ✓	78 ✓		Plating, Sheathing, material and thickness ...	26-5 x 2 1/2 WOOD ✓ 30 UNSHEATHED ✓	
Thickness of Plating abreast Deck openings in way of Bridge WELLS ✓	78 ✓		Bridge Deck.		
Thickness of Plating within line of openings... ✓	89 ✓		Stringer Plate, breadth and thickness.....	42x 43 ✓	
If Sheathed, material and thickness	89 ✓		Plating, Sheathing, material and thickness ...	30 TEAK OIL INSIDE HOUSE ✓ 34 UNSHEATHED ✓	
Second Deck. In Way Of ENGINE SPACE ✓			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells... DECK PLATING ✓	24x .40 ✓ .36 ✓		Stringer Plate, breadth and thickness.....	35x 37. ✓	
			Plating, Sheathing, material and thickness ...	30-5 x 2 1/2 WOOD ✓ 36 UNSHEATHED ✓	

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? No			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.		
	Inches.	Inches.	Inches.	Inches.		Inches.	Inches.		Inches.	Inches.			
FLAT PLATE KEEL	57 ✓	.96 ✓	.78 ✓	.78 ✓		DOUBLE ✓	1 ✓	4 ✓	FIVE FOUR ✓	1 1/8 ✓	4 1/2 ✓	LAPPED. ✓	
" BULK HEAD (H any)	3 BOTTOM STRAKES (P.S.) .74 .76 FROM 1/2 LENGTH TO COLLISION BULK HEADS ✓												
BOTTOM PLATING, No. of Strakes .. FOUR ✓	2 @ ✓	.67 ✓	.53 ✓	.53 ✓		DOUBLE ✓	7/8 ✓	3 1/2 ✓	FOUR THREE ✓	7/8 ✓	3 1/8 } ✓	" ✓	
BILGE PLATING, No. of Strakes ONE ✓		.64 ✓	.50 ✓	.50 ✓		" ✓	" ✓	" ✓	- Do - ✓	" ✓	3 1/8 } ✓	" ✓	
SIDE PLATING, No. of Strakes ... THREE ✓		.64 ✓	.50 ✓	.50 ✓		" ✓	" ✓	" ✓	- Do - ✓	" ✓	3 1/8 } ✓	" ✓	
UPPER DECK, Sheer-strake in Walls.....	55 ✓	.99 ✓	.50 ✓	.50 ✓		" ✓	1 ✓	3.9 ✓	FIVE FOUR ✓	1 1/8 ✓	4 1/2 ✓	" ✓	
UPPER DECK, Sheer-strake in Bridge ...	✓	1.19 AT BRIDGE ENDS POOP FRONT. ✓											
STRAKE BELOW Sheer-strake in Walls.....	82 3/4 ✓	.76 ✓	.50 ✓	.50 ✓		" ✓	7/8 ✓	3 1/2 ✓	FOUR THREE ✓	7/8 ✓	3 1/8 } ✓	" ✓	
STRAKE BELOW Sheer-strake in Bridge ...	✓												
POOP SIDE PLATING40 ✓		SINGLE ✓	7/8 ✓	3 1/2 ✓	THREE TWO ✓	7/8 ✓	3 1/8 ✓	" ✓	
BRIDGE SIDE PLATING43 ✓				" ✓	7/8 ✓	" ✓	DO ✓	7/8 ✓	3 1/8 ✓	" ✓	
FORE'C'TLE SIDE PLATING			.43 ✓			" ✓	7/8 ✓	" ✓	ONE ✓	7/8 ✓	3 1/8 ✓	" ✓	

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		SEVENTEEN.	
Extending to Upper Deck (Sec. 3 c)		16	
Deck next below		1	
APPROVED As per Rule	16 To Upper Dk & 1 To 2 nd Dk.		

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks		x. 27 in "DOSINIA"			
" " Second "		9 1/2 x 3 1/2 x .45 BA in "DOSINIA"			
" " Third "		2 STRINGERS			
" " Holds		51-41 10 x 3 1/2 x 40 BA 33 x 30 AS APPROVED			
COLLISION	(in Hold)	53-26 9 x 3 x 38 BA 24 2 SEMI-BOX BEAMS W.T. FLAT			
AFTER PEAK	"	49-30 8 x 3 1/2 x 42 BA 24 DONKEY BOILER FLAT			

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar		FLAT PLATE KEEL.		
STEM		ROLLED 10 1/4 x 2 3/4		
STERN FRAME	Propeller Post	FORGING 10" DIA	MADE BY PORTABLE STROMMENS	
	Rudder	CASTING. LINED	VERSTERN DESIGNED TO	
Speed of Vessel		12 KNOTS	SUIT SIMPLE RUDDER.	
RUDDER—Type		SIMPLEX.	STOCK MADE BY.	
" A x D	MODIFIED.	377	DENNYSTOWN FORGE CO LTD	
" Diam. of head		11" DIA.		
" Mainpiece at top pintle		RUDDER MADE BY.		
" " heel		DEUTSCHE WERFT A.C. HAMBURG.		
" how constructed		ELECTRICALLY WELDED		
" double or single plate		DOUBLE 59 THICK.		
" coupling, vertical or horizontal		HORIZONTAL COUPLING.		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *"OPEN HEARTH PROCESS"*

COLVILLES LTD, THE STEEL CO OF SCOTLAND, LANARKSHIRE.

Has the Steel been tested as required by the Rules? **YES.**

Rpt. 1*.

M.V. DESMOWLEA - LITHGOWS LTD No 920

REPORT No 20881

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.				
		In Ship.			In Ship.				Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam.	Speng.		Number.	Diameter.
Framing of TRANSVERSE FRAMING IN POOP, BRIDGE & FORECASTLE.													
Frames in Bridge 'tween Decks													
Frames from CENTRE GIRDER to Bilge													
No. 1		17x4x4x.52/.68			17x4x4x.52/.68				7/8 5/4 3/16		For 11 RIVS	T BAR to BHD	
" 2		Do			Do				" " "		-Do-	HORIZONTAL GUSSETS	
" 3		Do			Do				" " "		-Do-	20-7/8 T.T BAR	
" 4		O.T. LONGITUDINAL BULKHEAD.							" " "		-Do-	18-1/8 T.O LONG	
" 5		17x4x4x.52/.68							" " "		-Do-	Do	
" 6		Do			TRANSVERSE FRAMING.				" " "		-Do-	Do	
" 7		Do			AT ENDS IN WING TANKS.				" " "		-Do-	Do	
" 8		Do							" " "		-Do-	Do	
" 9													
CENTRE GIRDER													
PLATE		40x.42			40x.42								
Top ANGLES		3 1/2 3 1/2 .44			3 1/2 3 1/2 .44								
Bottom ANGLES		4 4 .50			4 4 .50								
" 14													
" 15													
" 16													
Spacing of Longitudinal Frames		Amidships			CENTRE TANKS 33" WING TANKS 30"								
		At Ends			THROUGHOUT AS APPROVED								
Double Bottoms		Tank Top Longitudinals			DOUBLE BOTTOM IN ENGINE SPACE ONLY								
L.L. or C		Bottom			TRANSVERSE FRAMING FITTED AS PER.								
Spacing of Longitudinals		Amidships			PAGE 1.								
		At Ends...											
Transverses.													
Side (in 'tween Decks)		Depth and Thickness											
		Face Angles											
		Lugs to Shell*			2 STRUTS CONSISTING OF 15x4x4x.50/.62 CHANNEL WITH 30x.42 PLATE THUS								
Side (in Hold)		Depth and Thickness											
		Face Angles											
		Lugs to Shell*											
Bottom		Depth and Thickness			CENTRE 40x.44								
		Face Angles			WING 37x.44								
		Lugs to Shell			CENTRE 6x4x.60 DBL								
					WING 6x4x.60 SINGLE								
		Back Bars			6 6 .44								
		Brackets			4-11x5-6x.44 FLANGED 5" STIFFENED								
Spacing of Transverse Frames		10'-6"			10'-6"								
		State if jogged or liners.											
Longitudinal Beams of		Bridge Deck			TRANSVERSE FRAMING IN POOP BRIDGE & FORECASTLE								
L.L. or C		Upper			9 3 1/2 .43								
		CENTRE			PLATE 60x.44								
		Second DECK			FACE BAR 6x3 1/2 .50 QA.								
		Third GIRDER			DECK BAR 3 1/2 .3 1/2 .40 DBL								
Spacing.		38" x 30"											
Transverse Beams.		29x.42			6x3 1/2 .43 ANG SINGLE.								

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.

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. cws. qrs. lbs.				
38835	1st Bower ...	73 3 14	Stockless	55 15 0	7 1/4 73 1/2	BYERS IMPROYED	PERYLB YERS & CO	SUNDERLAND 30/39 BUTLER
38836	2nd „ ...	73 3 0	„	„	7 1/4 72 1/2	„	„	„ 31/39 „
38834	3rd „ ...	73 3 0	„	„	65 1/2 73 1/2	„	„	„ 30/39 „
	Collective weight.	221 1 14	✓	✓	219 1/2 220 1/2			
52327	Stream	22 0 22	✓ 5 2 14	✓ 22 11 1 0	22 ✓	RODGERS FADYNOT IRON	NOT STATED	CROLEY HEATH 5/39 PAUL

CHAIN CABLES.

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.					
	Fathoms.	Ins.	Tons.	Tons.	Owts.	qrs.	lbs.	Owts.	Fathoms.	Ins.			Fathoms.	Ins.	Tons.	Fathoms.	Ins.		
39953	300	2 1/6	106 9/10	149 5/8	894	2	21	89 0/4	300	2 3/6	STUOLINK.	NOT STATED	CARDIFF 29 1/4 / 39 WRIGHT.	TOWLINE...	130	5 3/4	91.5	130	5 1/4
														6 x 24			(6 x 24)		
												HAWSERS & WARPS	42 100	3 1/4	21.7	42 100	2 3/4		
														6 x 12			(6 x 12)		
												"							
												"							
Iron Stream } Steel Wire }	120	5 1/2		84.4					120	5									
		6 x 24								(6 x 12)									

Steering Gear, Type (Power or hand) STEAM HYDRAULIC BY ASTORIA CO GREENOCK (2 RAM) Alternative Means of Steering BLOCKS & TACKLE LED TO AFTER WINCH.

Steering Chains (Size and Test) NONE, STEERING GEAR Aft ✓ Windlass STEAM By EMERSON WALKER. ✓ Boats 4. LIFEBOATS 1 DINGHY. ✓

Ceiling in Holds, thickness and material **NONE** ✓ Cargo Battens, thickness, material and spacing **NONE** ✓ *on free-boards*

Cargo Hatchways (Upper Deck) ^{FCLE} STEEL COAMING 30" HIGH, STIFFENED. ✓ Thickness of Hatches HINGED STEEL COVERS 40" THICK. ✓

Size of Hatchways No. 1 (Fwd.) 8'-0" x 10'-0" No. 2 ✓ No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 ✓

Number of **Shifting Beams** } **NONE** ✓
and/or **Fore and Afters** }

and/or Fore and Afters)
 3'-6" in DELPHINULA
 Builder's Signature For LITHGOWS LIMITED Campbell
 OILTIGHT HATCHES 4'-6" x 2'-6" To CARGO TANKS, 27 IN NUMBER. COAMING 30"x 40" COVERS 60 NOT STIFFENED. ✓

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* **MOTORSHIP.**
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo **OILTANKER.** *The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).*

This vessel has been built in accordance with the approved plans and in general conformity with the Society's Rules for the class contemplated. ✓

The workmanship & materials are of good quality. ✓

all the double bottom tanks, fore & aft peak tanks, cargo oil tanks, oil fuel bunker, oil fuel deep tank forward, cofferdams, lubricating oil tanks, & fresh water tanks in the strong decks have been tested as required by the rules & found satisfactory


6. Oil fuel, F. P. above 150°F is carried in the forward double bottom tank in the engine space and in the oil fuel bunker A in the forward deep tank. The requirements of Sec 20 of the rules have been fully complied with. ✓

The weather decks, chain locker, collision bulkhead above peak flat were hose tested & found satisfactory. The freeboard has been verified & the marks cut in on the vessel's sides. The windlass & steering arrangements tried. See letter 29/1/40.

The amount of Entry Fee £ 11 : 0 : 0 } Fees applied for,

(Special notations, where part of class, to be stated.)

Special Survey Fee.... £ 604: 10 : 0
 FREEBOARD 19: 0 : 0
Travelling Expenses, if any £ : :
 6th JAN^y 1940
 Received by me,
 " / / 1940

I am of opinion the Vessel should be Classed  100.A.1.
CARRYING PETROLEUM IN Bulk

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

Signature Kenneth Inglis & J. Jamieson
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Greenock office Date of issue 16.1.40

Committee's Minute **GLASGOW** 9 JAN 1940

Character assigned 100 A1 12, 39

Character assigned - 100 (1)
Carrying Petroleum in Buck
Lloyds a.s.c. Longitudinal Framing at Bottom & at Deck
- 1 - Dec 12, 39 Oil Tank DB 180 lb

Lloyd's Register
Foundation

0081 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.)

THIS VESSEL IS A SISTER VESSEL TO THE M. V. 'DELPHINULA' LITHGOWS LTD NO 919 9 GREENOCK
FIRST ENTRY REPORT NO 20861.

PARTICULARS OF ELECTRIC WELDING (if employed) ✓
SIMPLEX RUDDER, HEADS & HEELS OF ALL SOLID PILLARS.
CORNER BARS OF ALL BULKHEADS & TANK ENDS, TRIPPING BRACKETS TO STRUTS IN WING TANKS, W.T. HATS FOR
SUCTIONS, ENDS OF TEE BARS ON LONGITUDINAL BULKHEADS & TRANSVERSE BULKHEADS AS SHOWN ON
APPROVED PLANS, OILTIGHT HATCHES TO CARGO TANKS, AUXILIARY ENGINE SEATS. ✓

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book
CRUISER, STERN; OIL ENGINE; E.S.D.
D.F: MACHY AET: CARRYING PETROLEUM IN BULK: LONGITUDINAL FRAMING AT BOTTOM & AT DECK. ✓
LLOYDS A&C.P.

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

1st Bower	50.1.0 : P.H: 20242 : 28.10.38.
2nd "	50.2.14 : W.H.H: 3098 : 24.12.37.
3rd "	50.2.0 : P.H: 20241 : 28.10.38.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 92.6 ft., R.Q.D. ✓ ft., Bridge 44.6 ft., Forecastle 51.0 ft.
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated ✓
Official No. 167,378. Signal Letters ✓ Extreme Breadth over Belting (Circ. 1611) Over-all Length 483 ✓ (Circ. 1703)
No. and Material of Decks 1 Dk, 2ND Dk CLEAR OF CARGO TANKS.
Parts of Bottom of Vessel coated with cement or approved composition CEMENT IN PEAKS ONLY. ✓
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,		143 ✓
Double bottom, under Engines and Boilers,	✓		After peak tank,		94 ✓
Double bottom, if under Engines only,	69.2	162	Deep tank, aft,		
Double bottom, if under Boilers only,	✓		Deep tank, forward,	24.75 ✓	281. ✓
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. 3446.
Date 15th FEBRUARY 1939
Dates of Surveys held while building
(1939) FEB. 1. 9. 15. 14. 24. 28. MAR. 2. 4. 9. 10. 13. 14. 15. 14. 21. 22. 24. 30. APR. 4. 4. 11. 12. 13. 19. 21. 24. 24. 28. MAY 3. 5. 9. 10. 11. 12.
15. 14. 19. 24. 26. 30. JUNE 2. 6. 4. 8. 14. 23. JULY 11. 12. 14. 20. 21. 25. 26. 24. 28. 29. 31. AUG. 1. 2. 4. 8. 9. 10. 11. 12. 14. 15. 16. 14. 18.
21. 22. 23. 24. 25. 26. 28. 29. 30. 31. SEPT. 1. 2. 4. 5. 6. 4. 8. 13. 14. 16. 19. 20. 22. 24. OCT. 2. 6. 4. 10. 13. 19. 23. 24. 25. 26. NOV. 10.
DEC. 12. 14. 18. 20. 22. 28.
Total No. of Visits 112.