

STEEL STEAMER or MOTORSHIP.

Received at London Office MAY 31 1939

State if Report has been sent on the Freeboard of the Vessel YESState if Report is sent on the Machinery of the Vessel YES

Date of completion of report

29.5.39

Port of

GLASGOW

No. 61150

Survey held at

GLASGOW

Date First Survey

11th April 1938

Last Survey

23rd May

1939

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

SINGLE SCREW CEDARDALE

(MACHINERY AFT)

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

FULL SCANTLING

State Type of Erections POOP, BRIDGE & FOCE.

TONNAGE under Tonnage Deck...

4221.37

CLASS 100A1

State if with freeboard

No.

Built at SCOTSTOWN - GLASGOW.

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

Length from fore part of stem to after part of stern most on summer L.W.L. See Sec. 3 (1a)

L 460.0

Breadth (greatest moulded)

B 59.08

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

Total

4221.37

Gross Tonnage

8131.59

Register Tonnage

4780.18

1st Longitudinal Number (L x D) = 15640

2nd Numeral L x (B + D) = 42817

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

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

13.52

Do. Long Bridge to top of keel

Draught Moulded

27.4

Managers

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

Residence LONDON

Port of Registry LONDON

If surveyed while building, afloat, or in dry dock

BUILDING, AFLOAT & DRY DOCK

FRAMES, DOUBLE BOTTOM AND BEAMS.

LONGITUDINAL FRAMING AS PER PAGE 5	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	3 1/2 AS APP ²		Bracket Floors, Frame	
" " from 1/2 length amidships to Collision bulkhead	3 1/2 & 27"		" " Reversed Frame	
" " in peaks	24"		" " Vertical Struts	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	60 3/8 54
Frame Amidships, Angle, E or F	10 3 1/2 44		" " top Angles	4 4 52
" " Extends up to TOP OF BILGE TO UPPER DECK	WITH 2 SIDE STRINGERS & STRUTS AS APP ²		" " bottom Angles	5 5 54
Reversed Frame Amidships, Angle	10 3 1/2 44		Side Girders, No. each side and thickness	2 2 60 1 2 46
SIDE FRAMES IN ENGINE SPACE	10 3 1/2 44		Margin Plate depth (excl. of flange) and thickness	54
" " Extends up to	230 3/4 & 3 1/2		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	6 6 46
Depth of Framing Girder	WITH NEW FRAMES & 1 SIDE STRINGER AS APPROVED.		" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	
Frames in Uppermost Continuous Deck, Angle, E or F	11 3 1/2 44		" " Gussets, spacing and scantling abaft 1/2 len. from stem	
" " Second between Decks, Angle, E or F	WITH SIDE STRINGER & NEW FRAMES AS APPROVED.		" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	
" " Third " " " "			Tank Side Brackets, height above base line at toe of Frame and thickness	96 46
" " from 1/2 len. for'd. to 15% len. from Stem	FORE PEAK 8 3 1/2 47		INNER BOTTOM PLATING.	
" " in Peaks, Angle or F	AFT PEAK 8 3 1/2 47		Breadth and thickness of Middle Line Strake	52 PLATING
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 2 4 3/8		Thickness of remainder in Holds	1 1/2 PLATING
State if Frame Joggled	YES		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & D. space and framing in Bunker and Boiler Room?	UNDER ENGINE YES
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	AS APPROVED		BEAMS.	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	AS APPROVED		Uppermost Continuous Deck, amidships in Walls, Angle, E or F	LONG ⁴ BEAMS AS PER PAGE 5
SINGLE BOTTOM. IN DEEP TANK FOR ²			" " in way of Bridge, Angle, E or F	8 3 1/2 40 & 38
Floors, Depth and thickness at mid-line in Holds	46 40		" " AT CARGO SPACE FORW ² Spacing	8 3 42 EVERY FRAME.
Height of Brackets at side above base line at toe of frame	82		Second Deck, in way of ENGINE SPACE amidships, Angle, E or F	8 3 40
Middle Line Keelson, on Floors, Angles, E or F	40 PLATING STIFFENERS		" " CARGO SPACE for Spacing	8 3 35
" " Through Plate or Intercoastal Plate	11 3 1/2 43BA		DEEP TANK FLAT FORW ²	
" " Foundation Plate on Floors	EVERY FRAME		Third Deck, amidships, Angle, E or F	8 3 42
" " Flat Plate Keel Angles	4 4 50		Spacing	EVERY FRAME
Side Keelsons, No. each side	ONE		Fourth Deck, amidships, Angle, E or F	
" " thickness of Intercoastal Plate	42		Spacing	
" " Angles	8 3 46		Poop Deck, Angle, E or F	9 3 1/2 38 & AS APP ²
DOUBLE BOTTOM. IN ENGINE SPACE ONLY.			Spacing	EVERY FRAME
Solid Floors, thickness and spacing	50 EVERY FRAME		Bridge Deck, Angle, E or F	7 3 41
" " Are Frame and Reversed Frame joggled?	YES		Spacing	EVERY FRAME
Bracket Floors, breadth and thickness at middle line			Forecastle Deck, Angle, E or F	10 3 1/2 40
" " breadth and thickness at margin plate			Spacing	9 3 42 EVERY FRAME

PILLARS AND DECKS.

		INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.
PILLARS , No. of Rows.....	LONGITUDINAL O.T. BHP (P&S) IN WAY OF OIL TANKS.			
" in 'tween Decks, Size and Spacing.....	PILLARING			
" " " " " " " "	AT ENDS AS			
" in Holds " " " "	APP ^d			
" " " " " " " "				
LONGITUDINAL Centre Line Bulkhead. (P&S). OILTIGHT				
Stiffeners and Spacing.....	10" x 3 1/2" x 1/4" B.R. EVERY FRAME.			
{ UPP STR ^s 26" x 40"	{ LOWER STR ^s 30" x 42"			
{ FACE ANG. 3 1/2" x 42"	{ FACE ANG. 3 1/2" x 44"			
Plating, thickness of	" 43 - 39			
STRINGERS AND DECKS.				
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness in Wells	78 3/4 " 80 " 78			
" " " " " in way of Bridge	78 3/4 " 89			
" Angle in Wells & BRIDGE.....	7 7 70			
Thickness of Plating abreast Deck openings	CENTRE STRAKE 7/4			
in way of Wells ... & BRIDGE	A STRAKE (P) 58			
Thickness of Plating abreast Deck openings	" " (S) 74			
in way of Bridge	B - (P&S) 74			
	C - (P&S) 58			
Thickness of Plating	ABREAST ENG. CASING.			
within line of openings...	" 62 & 56			
If Sheathed, material and thickness	✓			
Second Deck. IN WAY OF ENG SPACE				
Stringer Plate, breadth and thickness in Wells...	54" 40			
Stringer Plate, breadth and thickness in way of Bridge				
Thickness of Plating abreast Deck openings				
in way of Wells ... ENG. CASING.....				
Thickness of Plating abreast Deck openings				
in way of Bridge ... HOLD SPACE.....				
Thickness of Plating within line of openings...				
If Sheathed, material and thickness	✓			
Third Deck.				
Stringer Plate, breadth and thickness.....	72" 40			
If Plated, state thickness.....	38			
Fourth Deck.				
Stringer Plate, breadth and thickness.....				
If Plated, state thickness				
Poop Deck.				
Stringer Plate, breadth and thickness	46" 37			
Plating, Sheathing, material and thickness ..	26 SHEATHED WITH 5" x 2 1/2" O. PINE			
	30 UNSHEATHED.			
Bridge Deck.				
Stringer Plate, breadth and thickness.....	48" 43 41"			
Plating, Sheathing, material and thickness ..	28 INSIDE DECK HOUSE SHEATHED WITH 1 1/2" TEAK OIL.			
	34 OUTSIDE DECK HOUSE UNSHEATHED			
Forecastle Deck.				
Stringer Plate, breadth and thickness.....	40 37 35"			
Plating, Sheathing, material and thickness ..	36 PLATING SHEATHED UNDER WINDLASS.			

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	UPPER EDGES. State if jogged? <i>No</i>			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	54"	.96	.48	.78		DOUBLE	1"	4'0	5R-4R	1 1/8"-1"	4 1/2"-4"	LAPPED.
" DBLE. (if any)												
BOTTOM PLATING, No. of Strakes ...#.....	A B D	.67 .67 .64	.53	.53	.50	DOUBLE	7/8	3 1/2"	4R-3R	7/8"	3 1/2"-3 1/8"	"
BILGE PLATING, No. of Strakes64	.53	.53	.50	"	"	"	"	"	"	"
SIDE PLATING, No. of Strakes64	.47	.47		"	"	"	"	"	"	"
UPPER DECK, Sheer-strake in Wells.....	BRIDGE END & POOP FRONT 54" x 1'19" 47" 51 1/2	.99	.60	.47	.47 FOR				5R-3R	1 1/8"-7/8"	4 1/2"-3 1/8"	"
UPPER DECK, Sheer-strake in Bridge ...	54"	.99				DOUBLE	1"	4'0	5R	1 1/8"	4 1/2"	"
STRAKE BELOW Sheer-strake in Wells.....	83 1/4	.76	.47	.47	82 3/4	"	1"	4'0	4R-3R	1-7/8"	4"-3 1/8"	"
STRAKE BELOW Sheer-strake in Bridge ...	83 1/4	.76			82 3/4	"	1"	4'0	4R	1"	4"	"
POOP SIDE PLATING (1 STRAKE)		POOP FRONT .50	.40			SINGLE	7/8 & 3/4	3 1/2" 3"	3R 2R	3/4 3/4	2 5/8	"
BRIDGE SIDE PLATING (1 STRAKE)		BRIDGE ENDS .50	.44						3R 2R	3/4 3/4	2 5/8	"
FOREC'TLE SIDE PLATING (2 STRAKES)			.43			SINGLE	3/4	3"	1R	3/4	2 5/8	"

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— 17

Extending to Upper Deck (Sec. 3 c) 17

Deck next below

As ^{App^d} per Rule 12

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar		FLAT PLATE KEEL.		
STEM		ROLLED STEEL.	10" x 2 3/4"	
STERN FRAME {	Propeller Post	CASTING	AS PER STROMMENS	
{	Rudder "	"	APP ^P PLAN VERKSTED.	
Speed of Vessel	12 K	✓		
RUDDER—Type	SIMPLEX	BALANCED.	✓	
"	A x D 387			
"	Diam. of head	FORGING	11" DIA ^B 279 mm	AKTIE BOLAGET MOTALA VERKSTAD
"	Mainpiece at top pintle	"	10" DIA ^B	✓
"	" heel ...	"	"	✓
"	how constructed		BUILT & WELDED AS PER APP ^P PLAN.	
"	double or single plate		DOUBLE PLATE	15 mm ✓
"	coupling, vertical or horizontal		HORIZONTAL	✓

STIFFENERS.

		Plating Thickness.	VERTICAL.		HORIZONTAL.		
			Scantlings.	Spacing.	Scantlings.	Spacing.	
MIDSHIP BULKHEAD, Upper tween decks							
"	"	Second	"				
"	"	Third	{ C ^R	51'-41'	B. A. 10 x 3 1/2 x 40	33" UPP 32 x 40 LOWER 33 x 40	B. A. FACE 9 x 3 1/2 x 40 10 x 3 1/2 x 50
"	"	Holds	{ WINGS	50'-40'	B. A. 10 x 3 1/2 x 40	30" UPP 32 x 40 LOWER 32 x 40	FACE AND 3 1/2 x 3 1/2 x 40 3 1/2 x 3 1/2 x 40
COLLISION							
"	"	(in Hold)		51'-28'	B. A. 9 x 3 1/2 x 50	24" DEEP TANK FLAT 1 SEMI BOX BEAM	
AFTER PEAK							
"	"			50'-30'	B. A. 10 x 3 1/2 x 40	24" BOILER FLAT STRINGER	

STEEL.

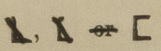

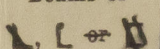
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)

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

OPEN HEARTH PROCESS. ✓

Lloyd's Register
Foundation

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.	Spang.	Inches.	Number.	Diameter.			
			Ins.	Ins.	Ins.	Ins.	Ins.	Ins.			Ins.	Ins.	Inches.		Inches.			
Framing of 																		
Frames in Bridge 'tween Decks ...			TRANSVERSE FRAMING IN POOP, BRIDGE & FOCLE.															
CENTRE GIRDER.																		
Frames from Uppermost Continuous Deck to B/LGE No. 1			14"	4"	4"	52/68	14"	4"	4"	52/68			7/8	5/4"	3 1/8" FOR 11 R.	18	7/8"	
" 2			"				"						"	"	"	"	"	
" 3			"				"					"	"	"	"	"	"	
" 4			LONGITUDINAL O.T. BULKHEAD (P & S)															
" 5			14"	4"	4"	52/68	14"	4"	4"	52/68			"	"	"	"	"	
" 6			"				"					"	"	"	"	"	"	
" 7			"				"					"	"	"	"	"	"	
" 8			"				"					"	"	"	"	"	"	
" 9																		
" 10																		
" 11																		
" 12																		
" 13																		
" 14																		
" 15																		
" 16																		
Spacing of Longitudinal Frames			Amidships			CENTRE TANKS 33"			CENTRE TANKS 33"									
			At Ends			WING TANKS 30"			WING TANKS 30"									
Double Bottoms 			TRANSVERSE FRAMING IN DOUBLE BOTTOM															
Tank Top Longitudinals																		
Bottom			AS PER PAGE 1.															
Spacing of Longitudinals			Amidships															
			At Ends															
Transverses.																		
Side (in 'tween Decks)			TRANSVERSE FRAMING IN POOP, BRIDGE & FOCLE.															
Depth and Thickness																		
Face Angles																		
Lugs to Shell*																		
BOTTOM Side			37"	44	37"	44												
Depth and Thickness			6	4	60	6	4	60										
Face Angles			6	6	44	6	6	44										
Lugs to Shell* Joggled.			40	44	40	44												
Depth and Thickness			6	4	60	6	4	60										
Face Angles			6	6	44	6	6	44										
Lugs to Shell* Joggled			3 1/2	3 1/2	44	3 1/2	3 1/2	44										
" " Back Bars			44		44													
Brackets																		
Bottom IN CENTRE TANKS			10' 6"															
Spacing of Transverse Frames																		
* State if joggled or liners.																		
Longitudinal Beams of 			TRANSVERSE FRAMING.															
Bridge Deck																		
Upper			9	3 1/2	43	9	3 1/2	43										
Second																		
Third																		
Spacing.			33" IN C.T. TANKS 30" - WING TANKS															
Transverse Beams.			UPPER DECK 29" x 42 6 x 3 1/2 x 43 IN C.T. & WING TANKS.															
Plate.																		
Face Angles.																		
Any Departure from Approved Plans to be Noted.																		

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.

lm, 2, 37. T.

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.

034273

0131²13

Character assigned

100 A 1

539

— 4 —

Enc 5.39.

D.B. 180 u

all things

EQUIPMENT No 44655										LETTER C/V		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.			
38534	1st Bower ...	74	0	0	STACKLESS			55	15	0	0	73½	BYERS IMPROVED.	NOT STATED	SUNDERLAND 17-10-38 J. H. BUTLER.
38548	2nd „ ...	74	0	0	„			55	15	0	0	73½	D°	D°	D° 26-10-38
38535	3rd „ ...	73	0	0	„			55	5	0	0	73½	D°	D°	D° 18-10-38
	Collective weight.	221	0	0								220½			
51682	Stream	22	1	24	5	2	22	22	15	0	0	22	RODGERS.	D°	CRADLEY HEATH 18-6-38 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.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.	Length.					Cir.	Fathoms.		Ins.	Fathoms.	Ins.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.		Fathoms.	Ins.					Tons.	Fathoms.	Ins.	
39856	300½	2¼	106½	149½	896-2-21		890½		300	2¼	STUD LINK	NOT STATED.	CARDIFF 30.9.38 L.L. WRIGHT.	TOWLINE...	130	5¼	77.5	130	5¼
														HAWSERS & WARPS	2½100	3¼	21.7	2½100	2¾
														"	2½100	3¼	21.7	2½100	2¾
		Cir.								Cir.				"					
Stream Chain - Steel Wire	120	5"	52.8						120	5"	4-S.N.			"					

Steering Gear, Type (Power ~~or hand~~) *by Hastie & Co Greenock*, Alternative Means of Steering *by relieving tackle to winch.*

Steering Chains (Size and Test) *Telemotor Gear.* Windlass *Steam by Emerson Walker L^d* Boats *4 Life-boats & 1 Bingley*

Ceiling in Hold^{CARGO}, thickness and material *None.* ^{HOLD & TW DECK} Cargo Battens, thickness, material and spacing *2½" x 5/8" Cope, spaced 9"*

^{OIL TANK &} Cargo Hatchways.—(Upper Deck) *Steel beamings & angles.* Thickness of Hatches *Hinged Steel covers.*

Size of Hatchways No. 1 (Fwd.) ^{CARGO HATCH.} *12'0" x 12'0"* No. 2 ^{O.T. HATCHES.} *4'6" x 3'6"* No. 3 *No. 4* *No. 5* *No. 6*

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

BLYTHWOOD SHIPBUILDING CO. LTD.
John W. Stewart Secretary
Builder's Signature

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 ☒ 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, the Secretary's letters of various dates & in general conformity with the Society's Rules for the class contemplated. The workmanship & materials are good.

The large Oil Tanks; Oil Fuel Bunkers & Settling Tanks; Cofferdams; Lubricating Oil Tanks; Fore Peak Tank; Deep Tank forward; After Peak Tank; & the Double Bottom Tanks in the Engine Space were tested as required by the Rules & found satisfactory.

Oil Fuel is carried in Deep Tank forward; Oil Fuel Bunkers at fore end of Machinery Space & in Double Bottom in Engine Space. Flash Point above 150°FH°. Section 20 of the Rules complied with where applicable.

Weather Decks were hose tested & found satisfactory.

Freeboard verified & marks cut in.

Steering Gear & Windlass tried under working conditions & found satisfactory.

The amount of Entry Fee £ 11 : 0 : 0 Fees applied for, **30 MAY 1939** (Special notations, where part of class, to be stated.)

Special Survey Fee.... £ 604 : 19 : 0 Received by me, *1. 6 19 39*

^{FREEBOARD} Travelling Expenses, if any £ 19 : 0 : 0

I am of opinion the Vessel should be Classed **100A1**
"CARRYING PETROLEUM IN BULK"
"LONGITUDINAL FRAMING AT BOTTOM & AT DECK" ☒

State whether the Vessel has been built under Special Survey **YES** Signature *R. Dunsmuir.*
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to **GLASGOW** Date of issue *16/6/39.*

Committee's Minute **GLASGOW 30 MAY 1939**

Character assigned *100A1 5.39* *-/- Enc 5.39. D.B. 180 lb oil lug.*
Clayton A & Co Carrying Petroleum in Bulk
Longitudinal Framing at Bottom & at Deck



© 2020

Lloyd's Register Foundation

0131 313