

STEEL ~~STEAMER~~ or MOTORSHIP.

Received at London Office - 4 MAR '36

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

3-3-36

Port of GLASGOW

No. 56643

Survey held at CLYDEBANK

Date First Survey 26<sup>th</sup> July 1935Last Survey 5<sup>th</sup> March 1936

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

COMANCHEE

(MACHINERY AFT.)

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

FULL SCANTLING.

State Type of Erections P. B &amp; F.

TONNAGE under Tonnage Deck...

6121.12

CLASS + 100 A.1.

State if with freeboard as condition of Class

No

Built at CLYDEBANK.

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 445.0

Launched 9<sup>th</sup> JANUARY 1936 Yard No. 544.

Total

6121.12

Breadth (greatest moulded)

B 61.0

Builders J. BROWN &amp; CO LTD

Gross Tonnage

6837.33

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

D 32.16

Owners ANGLO-AMERICAN OIL CO LTD.

Register Tonnage

3966.53

1st Longitudinal Number (L x D)

= 14311

Managers F. J. WOLFE.

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

2nd Numeral L x (B + D)

= 41456

Residence

## REGISTERED DIMENSIONS.

FEET.

Length

450.25

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

13.8

Port of Registry GLASGOW.

Breadth

61.25

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

Do. Long Bridge to top of keel

Draught Moulded

26'-2 1/2"

If surveyed while building, afloat, or in dry dock

BUILDING, AFLOAT &amp; 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.
<b>FRAMES, Spacing amidships</b>	SEE REPORT 1*		<b>Bracket Floors, Frame</b>		
" " from 3/4 length to Collision bulkhead	26	✓	" " Reversed Frame		
" " in peaks	24	✓	" " Vertical Struts		
" " MACHINERY SPACE	30 127	See plan	<b>Centre Girder, depth and thickness amidships</b>	72	60 ✓
<b>SIDE FRAMING.</b>			" " top Angles	4	4 57 ✓
Frame <sup>FORE 3/4 L TO COLLISION BULK</sup> Amidships, Angle, E or F	10 3 1/2 142	✓	" " bottom Angles	4	4 58 ✓
" " Extends up to	SECOND DECK	✓	<b>Side Girders, No. each side and thickness</b>	2	46 ✓
<b>Reversed Frame</b> <sup>IN MACHINERY SPACE</sup> Amidships, Angle B.A.	9 3 1/2 40	✓	<b>Margin Plate</b> depth (excl. of flange) and thickness	76	47 ✓
" " Extends up to	SECOND DECK	✓	" " Vertical Angle to Tank side	✓	
<b>Depth of Framing Girder</b>	10" + 9"	✓	" " Bracket abaft 1/4 len. from stem	✓	
<b>Frames in Uppermost Continuous 'tween Decks, Angle, E or F</b>			" " Vertical Angle to Tank side	✓	
" " Second 'tween Decks, Angle, E or F			" " Bracket forward 1/4 len. from stem	✓	
" " Third " " " "			" " Gussets, spacing and scantling abaft 1/4 len. from stem	NONE	✓
<b>Framing in Peaks, Angle or F</b>	8 3 36	✓	" " Gussets, spacing and scantling forward 1/4 len. from stem	NONE	✓
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amidships</b>	7/8 5 DIAS FORD 7/8 6 - MACHY SPACE	✓	<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	✓	
<b>State if Frame Joggled</b>	YES.		<b>INNER BOTTOM PLATING.</b>		
<b>ANTING ARRANGEMENTS</b> (Sec. 7), state system and particulars	WEB FRAMES AND STRIKERS.	✓	Breadth and thickness of Middle Line Strake	84	47 ✓
<b>TRENGTHENING OF BOTTOM FORWARD.</b> State Particulars	DEEP FLOORS EXTRA GIRDERS CLOSE SPACED RIVETING. INCREASED SHELL	✓	Thickness of remainder in Holds	47	2 c 57 ✓
<b>ANGLE BOTTOM.</b>			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.	
<b>Floors, Depth and thickness at mid-line in Holds</b>			<b>BEAMS.</b>		
Height of Brackets at side above base line at toe of frame			<b>Uppermost Continuous Deck, <sup>MACHY SPACE</sup> amidships, Angle, E or F</b>	8 1/2	3 47 AND AS PER PLAN ✓
<b>Middle Line Keelson, on Floors, Angles, E or F</b>			" " in way of <sup>FORE END</sup> Bridge, Angle, E or F	8	3 43 " " " " ✓
" " Through Plate or Intercostal Plate			Spacing	EVERY FRAME	
" " Foundation Plate on Floors			<b>Second Deck, <sup>MACHY SPACE</sup> amidships, Angle, E or F</b>	9	3 1/2 38 AND AS PER PLAN ✓
" " Flat Plate Keel Angles			Spacing	10	3 1/2 45 " " " " ✓
<b>Side Keelsons, No. each side</b>			<b>Third Deck, amidships, Angle, E or F</b>		
" " thickness of Intercostal Plate			Spacing		
" " Angles			<b>Fourth Deck, amidships, Angle, E or F</b>		
<b>DOUBLE BOTTOM.</b>			Spacing		
<b>Solid Floors, thickness and spacing</b>	46 9'-3 3/8" MEAN SPACINGS	✓	<b>Poop Deck, Angle, E or F</b>	8	3 44 AND AS PER PLAN ✓
" " Are Frame and Reversed Frame joggled?	YES.		Spacing	EVERY FRAME	
<b>Bracket Floors, breadth and thickness at middle line</b>			<b>Bridge Deck, Angle, E or F</b>		
" " breadth and thickness at margin plate			Spacing	LONGITUDINAL FRAMING	
			<b>Forecastle Deck, Angle, E or F</b>	10	3 1/2 44 AND AS PER PLAN ✓
			Spacing	ALT. FRAMES.	



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 following plans and Reports are forwarded herewith: viz. (41 plans + 5 Reports.)

Vessel as built.

Midship section

Approved plans.

Midship section

Profile & decks

Fore end framing

Strengthening of bottom forward

After end sections

After peak and cruiser stern

Modified arrangement of after peak

After oil fuel bunkers

Second deck and boiler flat aft.

Strong beams in Machinery space.

Inner bottom in engine room.

Port & upper deck beams aft.

Modification to port & upper deck beams.

Bridge side plating.

Port, Bridge & fore-castle bulkheads.

Scarfing arrangement in way of port.

Motor casing above upper deck

Motor casing below upper deck.

Bracket details

Cargo hatches

Oil-tight hatches

Settling tanks

Multiple punching of oil-tight bulkheads

Longitudinal bulkheads

Upper deck

Port

Routing of transverse

Stiffening under steering gear.

Rudder and stemport

Rudder post scaph.

Fairing plate in way of propeller cone

Rigging plan

Bulge and ballast arrangement

Ballast piping to d.t. tanks

Forward bulge & ballast arrangement

After

Rearrangement of oil & sounding pipes

Scuppers and discharges

Stem

General arrangement.

Reports.

Stems

Stemframe

Rudder

Rudder Head

Teller.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

CARRYING PETROLUM IN BULK DIRECTION FINDING. GYRO COMPASS MACHINERY AFT. CRUISER STERN

LONGITUDINAL FRAMING. WIRELESS. OIL ENG. 10K. 2ND DS CLEAR OF OIL TANKS.

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

1st Bower	46-0-25	T.R.M.	4816	5-4-35
2nd "	46-0-13	T.R.M.	4824	17-4-35
3rd "	46-1-24	T.R.M.	4861	16-Y-35

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 104.0 ft., R.O.D. ft., Bridge 29.5 ft., Forecastle 32.1 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<sup>st</sup> DE (STL), 2<sup>nd</sup> OK EXCEPT IN WAY OF OIL TANKS

Official No. 164067. Signal Letters

Is bottom of vessel coated with cement No if not give

particulars of composition BOTTOM COATED WITH BITUMASTIC.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, MIDSHIPS.	271.7	2487	Fore peak tank,	25.5	70
Double bottom, under Engines and Boilers,			After peak tank,	16.0	185
Double bottom, under Engines only,	63.3	190	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	19.5	615
Double bottom, forward,			Other tanks, if fitted,		
Total LENGTH OF DOUBLE BOTTOM 357.7 FT		2677	(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. 6237

Date 18-6-35

Dates of Surveys held while building

1935 July: 26 Aug: 1. 2. 6. 8. 15. 19. 21. 27. 29 Sep: 2. 3. 5. 11. 16. 17. 18. 20. 24 Oct: 8. 9. 15. 17. 18. 21. 22. 23. 24. 25. 28. 29. 30. 31 Nov: 1. 4. 5. 6. 8. 11. 13. 15. 18. 19. 20. 21. 25. 26  
28. 29 Dec: 2. 4. 5. 6. 9. 10. 12. 13. 16. 17. 18. 19. 20. 23. 24. 25. 26. 27. 28. 30. 31 (1936) Jan: 6. 8. 9. 14. 16. 21. 22. 24. 30. 31 Feb: 3. 4. 7. 10. 12. 13. 18. 28 Mar: 2. 3. 4. 5  
Total No. of Visits 89

RECORD OFFICE OF S.