

STEEL STEAMER or MOTORSHIP.

Received at London Office AUG 17 1938

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 **11th August, 1938** Port of **GREENOCK**No. **20610**Survey held at **PORT GLASGOW**Date First Survey **27th April, 1937** Last Survey **10th August 1938**On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) M.V. **"DORCASIA"** SINGLE SCREW. MACHINERY AFT.State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) **FULL SCANTLING.**State Type of Erections **POOP BRIDGE & E.C.E.**TONNAGE under Tonnage Deck... **7234.92**CLASS **100A1.** CARRYING PETROLEUM IN BULK LONGITUDINAL FRAMING AT BOTTOM & AT DECK. State if with freeboard 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 most on summer L.W.L. See Sec. 3 (1a) **L 460.0**Launched **MAY 18th 1938** Yard No. **908**Total **✓**Breadth (greatest moulded) **B 59.0**Builders **LITHGOWS LIMITED**Gross Tonnage **8053.30**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**Owners **ANGLO SAXON PETROLEUM CO LTD**Register Tonnage **4767.97**1st Longitudinal Number (L x D) = **15640**Managers **✓**(Where necessary to be entered in Reg. Book) **S. HELEN COURT**

REGISTERED DIMENSIONS. FEET.

Length **465.0**Breadth **59.25**Depth **33.85**Framing Depth "d," at middle of length. See Sec. 3 (1d) **✓**Proportions—Depth to Length—Uppermost continuous deck to top of keel **13.52**Do. Long Bridge to top of keel **✓**Draught Moulded **27'-4 1/2**Residence **LEADENHALL ST. LONDON E.C.**Port of Registry **LONDON**

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.
AMES, Spacing amidships	31 1/2	✓	Bracket Floors, Frame	✓	
" " from FOR COFFERDAM length amidships to Collision bulkhead	27	✓	" " Reversed Frame	✓	
" " in peaks	30 3/4	✓	" " Vertical Struts	✓	
DE FRAMING.			Centre Girder, depth and thickness amidships	60 x 57	✓
Frame Amidships, Angle, E or C	N.B.S 10 3 1/2 44	✓	" " top Angles	4 3 1/2 50	✓
" " Extends FROM TOP OF BILGE TO UPPER DECK up to WITH 2 SIDE STRINGERS IN DECK	Top STRINGER 26 x 42 FACE BAR 3 1/2 x 3 1/2 44	✓	" " bottom Angles	4 4 59	✓
Reversed Frame Amidships, Angle, E or C	Bottom " 30 x 44 " 3 1/2 x 3 1/2 44	✓	Side Girders, No. each side and thickness	3. 10 x 42	✓
" " Extends up to			TANK TOP LEVEL	10 x 50 1/2 HEIGHT	✓
FRAMING IN ENGINE SPACE B.A.N.B.S	10 x 3 1/2 x 44 To 2 nd Dk.	✓	Margin Plate depth (excl. of flange) and thickness	(Min) 24 x 54	✓
Depth of Framing Girder	(B.A.) TWEEN DECK FRAMES 8 x 3 1/2 x 44 - 39 AT EVERY FRAME	✓	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	6 x 6 x 46	✓
Frames in Uppermost Continuous (when) Decks, Angle, E or C	CARRIED TO POOP DECK ON ALL FRAMES INTERMEDIATE FRAMES 5 3/2 x 38 0 A	✓	" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	DOUBLE AT WEB FRAMES	✓
" " Second 'tween Decks, Angle, E or C	SCARPHED.	✓	" " Gussets, spacing and scantling abaft 1/2 len. from stem	✓	
" " Third " " B.A.	9 x 3 1/2 x 40 To F.C.L. Dk.	✓	" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	✓	
FRAMES & STRINGERS IN ENGINE SPACE FORWARD CARGO SPACE AS APPROVED.			Tank Side Brackets, height above base line at toe of Frame and thickness	96 x 46	✓
" in Peaks, Angle, E or C	8 3 1/2 47	✓	INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 SPACED 4 7/8	✓	Width and thickness of Middle Line Strake	1 1/2 PLATING UNDER ENGINE SEAT	✓
State if Frame Joggled	YES. EXCEPT AT ENDS	✓	Thickness of remainder in Holds	REMAINDER 52	✓
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	YES	✓	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?		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	YES.	✓	BEAMS.		
DOUBLE BOTTOM.			Uppermost Continuous Deck (amidships) in WAY OF CARGO HOLD	LONGITUDINAL BEAMS AS PER PAGE 4	✓
Stems, Depth and thickness at mid-line in Holds			" " in way of POOP Bridge, Angle, E or C	9 3 1/2 38	✓
Height of Brackets at side above base line at toe of frame			" " in way of ENGINE SPACE Spacing	8 3 44	✓
Middle Line Keelson, on Floors, Angles, E or C	LONGITUDINAL FRAMING.		Second Deck, amidships, Angle, E or C	EVERY FRAME	
" " Through Plate or Intercoastal Plate	ON BOTTOM IN WAY OF CARGO TANKS		Spacing	EVERY FRAME	
" " Foundation Plate on Floors	SEE PAGE 4. ✓		Third Deck, amidships, Angle, E or C	9 3 42	✓
" " Flat Plate Keel Angles			Spacing	EVERY FRAME	
Keelsons, No. each side			Fourth Deck, amidships, Angle, E or C	✓	
" thickness of Intercoastal Plate			Spacing	✓	
" Angles			Poop Deck, Angle, E or C	9 3 37	✓
DOUBLE BOTTOM. IN ENGINE SPACE ONLY			Spacing	EVERY FRAME	
Solid Floors, thickness and spacing	504 420 ON EVERY FRAME ✓		Bridge Deck, Angle, E or C	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 C	10 3 1/2 40	✓
" " breadth and thickness at margin plate	✓		Spacing	EVERY FRAME	

WATERTIGHT BULKHEADS.				FORGINGS AND CASTINGS.			
<p>40.7 Total No. of W.T. BULKHEADS in Vessel—</p>		<p>SEVENTEEN</p>		<p>17 BH in R.B.</p>		<p>Casting or Forging.</p>	
<p>Extending to Upper Deck (Sec. 3 c)</p>		<p>16</p>		<p>KEEL, Bar</p>		<p>FLAT PLATE KEEL ✓</p>	
<p>Deck next below</p>		<p>1</p>		<p>STEM</p>		<p>POLLED 10 1/2 x 2 3/4</p>	
<p>As APPROVED</p>		<p>16 To UPPER Dk & 1 To 2nd Dk.</p>		<p>STERN FRAME</p>		<p>Propeller Post FORGING 10 DIAPHRAGM ✓ Rudder CASTING STREAM LINED ✓ MADE BY STROMMENS VERSTADT & DESIGNED TO SUIT SIMPLY RUDDER</p>	
<p>STIFFENERS.</p>				<p>Speed of Vessel</p>			
<p>Plating Thickness.</p>		<p>VERTICAL.</p>		<p>HORIZONTAL.</p>		<p>12 KNOTS ✓</p>	
<p>Scantlings.</p>		<p>Spacing.</p>		<p>Scantlings.</p>		<p>RUDDER—Type</p>	
<p>MIDSHIP BULKHEAD. Upper tween decks</p>		<p>Second</p>		<p>Third</p>		<p>377. HEAD MADE BY ✓</p>	
<p>Holds</p>		<p>WATERTIGHT</p>		<p>25 STRINGERS AS</p>		<p>11" DIA DENNYSTOWN FORGE CO.</p>	
<p>COLLISION</p>		<p>(in Hold)</p>		<p>24 AS APPROVED</p>		<p>RUDDER MADE BY ✓</p>	
<p>AFTER PEAK</p>		<p>24 AS APPROVED</p>		<p>24 DUNKLEY BOILER PLATE ✓</p>		<p>DEUTSCHE-WERFT A.G. HAMBURG</p>	
<p>Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)</p>				<p>OPEN HEARTH PROCESS ✓</p>			
<p>STEEL.</p>				<p>COLVILL'S L^{TD}. THE STEEL CO OF SCOTLAND</p>			
<p>Has the Steel been tested as required by the Rules?</p>				<p>YES. ✓</p>			

1m, 2, 37. T.

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Lund's Register
Foundation

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.					
37675	1st Bower ...	74	0	0	Stockless.			55	15	0	0	✓	77	✓	BYERS IMPROVED	PER W. L. BYERS & Co	SWINDERLAND ²⁸ / ₁₀ 37 BUTLER.
37677	2nd „ ...	73	3	14	---			55	15	0	0	✓	77	✓	" "	" "	" ²⁸ / ₁₀ 37 "
37676	3rd „ ...	73	3	7	---			55	15	0	0	✓	65½	✓	" "	" "	" ²⁸ / ₁₀ 37 "
	Collective weight.	221	2	21									219½	✓			
51187	Stream	22	0	4	5	2	14	22	7	2	0	✓	22	✓	RODGERS FG ^o WADT IRON	NOT STATED	CRADLEY HEATH ²⁹ / ₁₂ 37 NORMAN.

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.	Status.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.	
39586	Fathoms.	Ins.	✓Tons.	✓Tons.	Cwts.	qrs. lbs.	Cwts.	Fathoms.	Ins.	SIND LINK	NOT STATED	CARDIFF 11/9/38 WRIGHT.	TOWLINE...	Fathoms.	Ins.	✓Tons.	Fathoms.	Ins.
	300	2 7/16	106-9	149 5/8	895 · 0 · 21		890 1/4	300	2 7/16					130	5 3/4	q1-5	130	5 1/4
Non Stream } Steel Wire }													HAWSEERS & WARPS }	4@100	3 1/4 (6x12)	21-7	4@100	2 3/4
													"					

Steering Gear, Type (Power ~~or~~ hand) STEAM-HYDRAULIC By HASTIE & CO. GREENOCK Alternative Means of Steering BLOCK & TACKLE LED TO AFTER WINCH.

Steering Chains (Size and Test) NONE - STEERING GEAR AFT. Windlass STEAM BY EMERSON WALKER. Boats 4 LIFEBOATS & 1 DINGHY.

FOR^d
Ceiling in [^] Halls, thickness and material NONE

Cargo Battens, thickness, material and spacing **NONE.** ✓

Cargo Hatchways, (Upper Deck) ^{FILE} STEEL COAMING, 30" HIGH, STIFFENED. Thickness of Hatches HINGED STEEL COVERS - 50 STIFFENED.

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

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

Builder's Signature

OILTIGHT HATCHES TO CARGO TANKS, 27 IN NUMBER; COAMING 30"x.40; COVERS .50 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 OIL TANKER.
be indicated, together with the flash point (where required to be inserted in the Notation).

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 & 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 peak tank, after peak tank, cargo oil tanks, oil fuel bunker, oil fuel deep tank forward, cofferdams, lubricating oil tanks & fresh water tanks in tween decks have been tested as required by the rules & found satisfactory. ✓

Oil fuel, F.P. above 150°F , is carried in the forward double bottom tank in the engine space, in oil fuel bunker & in 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 fire tested & found satisfactory. The freeboard has been verified & the marks cut in on the vessels sides. Interim certificate issued (Copy attached).

The amount of Entry Fee £ 11 : 0 : 0

Fees applied for,

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

Special Survey Fee.... £601 : 19 : 9

11. 8. 1938

FREEBOARD. 19 0 0

Received by me,

I am of opinion the Vessel should be Classed **100.A.**

~~Travelling Expenses, if any £~~

18/8.19 38

CARRYING PETROLEUM IN BULK
DINAL FRAMING AT BOTTOM AT DECK

State whether the Vessel has been built under Special Survey

Signature

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to **GREENOCK OFFICE** Date of issue **7/9/38**

Committee's Minute GLASGOW 16 AUG 1958

Character assigned +100 A1

f. 38.

Carrying Petroleum in Bulk.
Longitudinal Framing at Bottom & at Deck.
Lloyd's A.R.P. + L

+ L.M.C. 8.38

5B. 180 lbs

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 M.V. "DAVILA" GREENOCK FIRST ENTRY REPORT No 20579. ✓

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; MANHOLES TO DOUBLE BOTTOM IN ENGINE ROOM; ENDS OF TEE BARS ON LONGITUDINAL BULKHEAD AS SHOWN ON MIDSHIP SECTION & ENDS OF TEE BARS OF TRANSVERSE BULKHEADS AS SHOWN ON BULKHEAD PLAN. ✓

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.: MCHY AFT.: "CARRYING PETROLEUM IN BULK": LONGITUDINAL FRAMING AT BOTTOM AND AT DECK. ✓

Particulars of Drop Test of Cast Steel Anchors, viz.:—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.
1st Bower 48-3-0 ✓ : J.F.R. : 2831 : 8-10-37.
2nd " 49-0-14 ✓ : J.F.R. : 2830 : 8-10-37.
3rd " 49-0-21 ✓ : J.F.R. : 2834 : 8-10-37.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 90.1 ft., R.Q.D. ✓ ft., Bridge 42.1 ft., Forecastle 68.5 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated. ✓

Official No. 166531 Signal Letters Extreme Breadth over Belting (Circ. 1611) Over-all Length 484.0' ✓
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 Day 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. 3415

Date 31st March 1937

Dates of Surveys held while building

(1937) APRIL 27, MAY 19, 24, 26, JUNE 2, 4, 7, JULY 22, SEPT. 17, OCT. 28, NOV. 8, 15, 18, 26, DEC. 9, 28, (1938) JAN. 10, 17, 19, JAN. 25, 26, 28, FEB. 4, 7, 16, 21, 25, MAR. 9, 15, 21, 29, APR. 6, 7, 8, 11, 12, 13, 14, 15, 16, 18, 19, 21, 22, 25, 26, 27, 28, 29, 30, MAY 23, 24, 25, 26, 27, 28, 29, 30, JUNE 2, 3, 17, 20, 28, 29, JULY 12, 14, 18, 20, 22, 28, 29, 30, AUG. 3, 4, 8, 9, 10

Total No. of Visits 83