

Awning or Shelter Deck,
or Pt. Awning Deck.

STEEL STEAMER.

No. 43781

Port of Glasgow Date of completion of Report 1 June 1923 Received at London Office WED. JUL 9 1924
Survey held at Glasgow Date, First Survey 1 June 1923 Last Survey 25 June 1924
On the (State if Single, Twin, or Triple Screw) Twin Screw Motor Vessel "GLENBANK" Rig Schooner

TONNAGE under
Tonnage Deck...
Do. between Tonnage Dk. and
3rd, 4th, or Awning Dk.
Total under Upper Dk. 4768.25
Do. of Poop.
Do. of R. Qr. Dk.
Do. of Bridge House.
Do. of Forecastle 60.16
Do. of Houses on Deck 302.43
Do. of excess of Hatchways
Do. above Crown of
Engine Room...
Gross Tonnage 5150.84
Less Crew Space 227.70
Less above Crown of
Engine Room...
TONNAGE FOR FEES...
Less Engine Room 1648.27
Less Navigation Spaces 114.26

CLASS 100.A1. wif. freeboard FEET.
Breadth (greatest moulded) 53.75
Depth, at middle of length from top of keel to top of
beams at side of uppermost Continuous Deck 37.15
Deduct height of 'tween deck when this does not exceed 8ft.
1st LONGITUDINAL
Transverse Number L+D 15584
Length on deck from fore part of stem to after part of
sternpost 419.5
2nd
Longitudinal Number L(B+D) 38133
Depth "d" at middle of length. See Secs. 2 & 13. 25.56
Proportions, Depths to Length, Uppermost Continuous
Deck at side to top of keel 11.3
" " " Upper Deck at side
to top of keel 11.3

Master
Year of Appointment (1) As Master in service of
owner of present vessel: 19...
(2) As Master of this
vessel: 19...
Built at Glasgow
When built 1924 Launched 23rd April 1924
By whom built Harland & Wolff, Ltd.
Owners Bank Line Ltd.
Managers Andrew Wain & Co.
(Where necessary to be entered in Reg. Book.)
Residence London
Port belonging to Glasgow
and
If Surveyed while Building, Afloat, or in Dry Dock Yes

LENGTH on Deck as per Rule 419 Ft. Ins. 6 BREADTH Moulded 53 Ft. Ins. 9 DEPTH, ACTUAL Top of Floors to top of Awn. or Shelter Dk. Beams 37 Ft. Ins. 13 No. of Decks with flat laid Two
Do. do. do. 2nd Upper Deck Beams 26 Ft. Ins. 7 No. of Tiers of Beams None
Dimensions of Ship per Register, Awn. or Shelter Dk. Moulded depth, ft. 37 ins. 13 To Awn. or Shelter Dk. Round up of Uppermost
Length 420.4 breadth 53.9 depth, 26.5 Upper Deck. Moulded depth, ft. 29 ins. 13 To Upper Dk. Dk. Beam, Actual 13 ins.

FRAMING.				PILLARS.			
Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
FRAME, Angles, <u>Equal</u> Beams, amidships				PILLARS, In 'tween Deck, size and spacing			
Do. in peaks	<u>7 3/4</u>	<u>3 1/2</u>	<u>50</u>	" " Hold	<u>Wide spaced pillars +</u>		
Do. in way of Double Bottoms at Solid Floors	<u>3 1/2</u>	<u>3 1/2</u>	<u>46</u>	" Quarter, 'tween Dks., "	<u>finders as per approved</u>		
A.A. " " at intermdt. Bkts.	<u>9 1/2</u>	<u>3 1/2</u>	<u>45</u>	" " in Hold	<u>plan.</u>		
Spacing of Frames from centre to centre amidships	<u>31 1/2</u>		<u>31 1/2</u>	KEELSONS AND STRINGERS.			
" length to collision bulkhead	<u>27</u>		<u>27</u>	CENTRE LINE KEELSON, Vertical Plate above			
" of Frames from centre to centre in peaks	<u>24</u>		<u>24</u>	" Rider Plate			
REVERSED FRAME, Angles	<u>10 1/2</u>	<u>4</u>	<u>52</u>	" Flat Keel Plate Angles			
Do. in way of Double bottoms at Solid Floors	<u>3 1/2</u>	<u>3</u>	<u>46</u>	" Horizontal Plates on Floors			
A.A. " " at intermdt. Bkts.	<u>9</u>	<u>3</u>	<u>45</u>	" Angles or Bulb Angles			
FRAMING, depth of girder	<u>13 1/2</u>		<u>13 1/2</u>	SIDE KEELSONS, Number			
FLOORS, depth and thickness of Floor Plate				" Angles or Bulb Angles			
at mid-line for 1/2 length amidships				" Plate above floors, for length			
" in way of Engine and Boiler spaces				" Intercoastal Plate, for length			
" thickness at the ends of vessel				" Attached to outside plating with Angle			
" depth at 1/2 the half-bdth. as per Rule				BILGE KEELSON, Angles			
" height extended at the Bilges				" Intercoastal Plate, for length			
FLOORS, in Cell Double Bottoms	<u>.42</u>		<u>.42</u>	" Attached to outside plating with Angle			
" state if flanged (top and bottom)	<u>no</u>		<u>no</u>	SIDE STRINGERS, Number			
" spacing of Solid	<u>every third</u>		<u>every third</u>	" Angle			
CENTRE GIRDER, in Dbl. bottom, dpth. & thcknss	<u>43 1/4 x .58</u>		<u>43 1/4 x .58</u>	" Intercoastal Plate, for lng.			
" Angles, Top	<u>3 1/2</u>	<u>3 1/2</u>	<u>.54</u>	" Attached to outside plating with Angle			
" Bottom	<u>5</u>	<u>5</u>	<u>.56</u>	Awning or Shelter Deck Stringer Plates,			
" to Floors	<u>3 1/2</u>	<u>3 1/2</u>	<u>.46</u>	" breadth and thickness			
" Brackets at intermdt. frmng. wdth & thcknss	<u>37 1/2 x .42</u>		<u>37 1/2 x .42</u>	" Angle on ditto			
IDE GIRDERS, number and thickness	<u>one @ .42</u>		<u>one @ .42</u>	" Tie Plates, fore and aft, outside Hatchways			
" state if flanged (top & bottom)	<u>at top</u>		<u>at top</u>	" Deck * Iron or Steel, for lng.			
" Angles	<u>3 1/2</u>	<u>3</u>	<u>.46</u>	" Wood Deck, Material & thickness			
MARGIN PLATE, depth (exclusive of flange)	<u>41 x .54</u>		<u>41 x .54</u>	Upper Deck Stringer Plate, breadth and			
" and thickness	<u>3 1/2</u>	<u>3 1/2</u>	<u>.54</u>	" thickness			
" Angles to outside plating	<u>3 1/2</u>	<u>3 1/2</u>	<u>.46</u>	" Angles on ditto, No. <u>one</u>			
" to floors	<u>3 1/2</u>	<u>3 1/2</u>	<u>.46</u>	" Tie Plates, outside Hatchways			
" Brackets at intermdt. frmng. wdth & thcknss	<u>37 1/2 x .42</u>		<u>37 1/2 x .42</u>	" Deck * <u>Iron</u> Steel, for <u>full</u> lng.			
" Height of Brackets above at bilge	<u>29 1/2</u>		<u>29 1/2</u>	" Wood Deck, Material & thickness			
INNER BOTTOM PLATING, breadth and	<u>53 1/4 x .52</u>		<u>53 1/4 x .52</u>	Second Deck Stringer Plates, br'dth & thckn's			
thickness of Middle Line Strake	<u>57 E.S. .44 S.</u>		<u>52 E.S. .58 S.</u>	" Angles on ditto, No. <u>two</u>			
" thickness in Engine and Boiler space	<u>.44</u>		<u>.44</u>	" Tie Plates, outside Hatchways			
" Remainder in Holds				" Deck * Material and thickness <u>per Ch. Stat.</u>			
BEAMS, Awn. or Shltr Dk, Single Angle,				Third, Fourth & Fifth Deck Stringer Plate,			
Bulb Angle, Plate, Tee Bulb or Channel				" breadth and thickness			
Spacing	<u>8 x .41 x 3 1/2 x .52</u>		<u>8 x .41 x 3 1/2 x .52</u>	" Angles on ditto, No.			
BEAMS, Upper Deck, Single Angle, Bulb Angle,	<u>3 1/2</u>		<u>3 1/2</u>	" Tie Plates, outside Hatchways			
Plate, Tee Bulb or Channel				" Deck, Material and thickness			
Spacing	<u>10 x .51 x 3 1/2 x .56</u>		<u>10 x .51 x 3 1/2 x .56</u>	Poop Deck Stringer Plate, breadth & thickness			
BEAMS, Second, Third & Fourth Deck, Single	<u>3 1/2</u>		<u>3 1/2</u>	" Angles on ditto			
Angle, Bulb Angle, Plate, Tee Bulb or Channel				" Tie Plates			
Angles on upper edge				" Deck, Material and thickness			
Spacing				Bridge Deck Stringer Plate, br'dth & thickness			
BEAMS, Poop Deck, Angle, Bulb Angle, Plate,				" Angle on ditto			
Tee Bulb or Channel				" Tie Plates			
Angles on upper edge				" Deck, Material and thickness			
Spacing				Forecastle Deck Stringer Plate, br'dth & th'kns			
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate,				" Angle on ditto			
Tee Bulb or Channel				" Tie Plates			
Angles on upper edge				" Deck, Material and thickness			
Spacing							
BEAMS, Forecastle Deck, Angle, Bulb Angle,							
Plate, Tee Bulb or Channel							
Angles on upper edge							
Spacing							

WEB FRAMES. In Fore Body, No. and spacing. No. of Side Stringers. WEB-FRAMES, In E. & B. Space, No. & spacing. brdth. & thickness. WEB-FRAMES, In After Body, No. and spacing. brdth. & thickness. No. of Side Stringers. Size of Face Angles to Web-Frames. BRACKET PLATES to Stringers between Web Frames, depth and thickness.

BULKHEADS. Number. Thickness. STIFFENERS. Horizontal. Vertical. Single or Double Frames. Height up, state deck. W.T. BULKHEADS. COLLISION PARTITION. LONGITUDINAL. Are the outside Plates doubled two spaces of Frames in length? Are the Sluice Valves and Watertight Doors in efficient working order?

FORGINGS or CASTINGS. KEEL, Bar, depth and thickness. STEM, moulding and thickness. STERN-POST for Rudder do. do. for Propeller. RUDDER-A x D. Table 22. Speed. Main-Piece, diameter at head. at heel.

RUDDER, how constructed. Thickness of Plates or Single Plate. Can the Rudder be unshipped afloat? Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c.? Has the Steel been tested as required by the Rules?

PLATING. STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. AMIDSHIP. FORWARD. AFT. AMIDSHIP. Breadth. Thickness. Thickness. Thickness. Breadth. Thickness.

RIVETING. EDGES. BUTTS. Ordinary or jogged? Rivets. Double or Treble and for what Length. Rivets. Spacing. Rivets. Spacing. Rivets. Spacing. Rivets. Spacing.

UPPER. Butts, riveted for. length amidship. Butts of Side Stringers. Tie Plates. Inner Bottom Plating, riveting of Edges. Centre Girder Butts, riveted. Frames, riveted through Plates with. Rivets, state whether Iron or Steel.

FRAMES extend in one length from. REVERSED FRAMES on floors and frames extend from. State if ordinary or jogged.

MASTS, SPARS, &c. LOWER MASTS. Fore. Main. Mizzen. Bowsprit. Topmasts, Yards and Remainder of Spars. Rigging, Material and Size, Shrouds. Sails. Suit of. Sails, and the following spare sails.

EQUIPMENT No. 38461 LETTER at ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQ. BY TABLE 31.			Description of Anchor.	Makers.	Where and when tested and Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.				
86826	1st Bower ..	65	3	24	✓	-		51	10	0	0	65	0	0	Halls Stalkless. (C.S. Heads)	N. Hingley + Sons Ltd.	Netheuton 10 th April 1924 H. Green	
86827	2nd „ ..	65	0	14	✓	-		51	2	2	0	65	0	0				
86828	3rd „ ..	65	2	0	✓	-		51	5	0	0	64	2	0				
	Collective weight	196	2	10	✓							194	2	0				
86885	Stream	19	0	3	✓	5	0	25	19	19	2	21	19	0	0	Rodgers.	N. Hingley & Sons	Netheuton; 14/5/24: H. Green
	Kedge																	

If Patent State Name of Patentee

Stock Certificate Mechanical Tests.

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

1st Bower 43-1-22; N.D.; 1792; 6-3-24.
2nd „ 41-2-6; N.D.; 1773; 7-2-24.
3rd „ 41-2-23; N.D.; 1768; 11-1-24.

CHAIN CABLES.

Number of Certificate.	Length and Size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Fathoms and Size Per Table 31.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire Towline.	Fathoms and size		
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Fathoms.	Ins.	Tons.
76447	135	2 5/16	96 1/4	134 3/4	342.0	0.15	360.1	1.14	135	2 5/16	Shed Link N. Hong Kong	Netherton: 15/5/24: H. Green	TOWLINE F.S.W.	90	5 1/2	80	90	5 1/2
76457	135	2 5/16	96 1/4	134 3/4	361.2	0.14	360.1	1.14	135	2 5/16	" " Sars Ltd	" 21/5/24 "	HAWERS&VARPS	6 @ 90 2 @ 90 2 @ 90	3" 5" 7"	18 4 @ 90 2 @ 90	4 @ 90 3" 8"	
76458	90	5	73						90	5	F.S.W. Bullivant		"					
76459	90	5	73						90	5	F.S.W. Bullivant		"					

Boats 2 @ $27 \times 8.25 \times 3.4$; 2 @ $24 \times 7.5 \times 3$

Pumps, Number *3* Diameter of Barrel *6, 5, 3* State whether they are in efficient working order *yes*
Windlass is *Steam by Emmerson Walker* Capstan *none*
Engine Room Skylights.—How constructed? *Steel* What arrangements for deadlights in bad weather? *none*
Coal Bunker Openings.—How constructed? *none (oil fuel)* How are lids secured? *-* Height above deck? *-*
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. *8 @ 3½" each side; open rails*
Ceiling in Holds, thickness and material *2½" spruce under hatches only.* Cargo Battens, thickness and material *6 x 2 spruce*
Cargo Hatchways.—How formed? *steel plates & angles* Hatches, If strong and efficient? *Yes - 2½ solid*
State size No. 1 Hatch (Forward) *27'-0" x 22'-0"* No. 2 Hatch *31'-6" x 22'-0"* No. 3 Hatch *28'-10½" x 22'-0"* No. 4 Hatch *26'-3" x 22'-0"*
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *5 Shifting beams in No. 1, 2 & 3 hatches, 4 in No. 4, 5 & 6.*
Bulwarks, height above deck and description *No fore and after* No. of Breasthooks *2* No. of Crutches *-*
The foregoing is a correct description. *where fitted* Main Rail and Stays, material and size *6 x 3 x 38 B.A.*
Builder's Signature (here only) *Waldemerson.* Surveyor's Signature *Geo Webster.* *Geo M Shaw.*
FOR HARLAND & WOLFF LIMITED
Surveyor to Lloyd's Register of Shipping.

Correspondence.—State dates and initials of letters respecting this case. (*Reference should be made in any correspondence connected with the case*)

M. 14/5/23 ; E 22/6/23 ; M. 1/2/24 ; M. 21/5/24

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed*

Is the riveted work properly closed? *Yes*

Are the liners between the frames and plates solid single pieces? *Yes, where fitted* Do the holes for riveting plate to frames, butt straps, or plates to plate, &c., conform well to each other? *Yes* Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *Yes.* Do any rivets break into or through the seams or butts of the plating? *A few*

Are the butts of Plating, Stringers, &c., properly shifted and strapped? *Yes*

Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? *Yes* State results of tests *Satisfactory*

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? *Yes* State results of tests *Satisfactory*

General Remarks (State quality of workmanship, &c.) *The workmanship is good. The vessel has been built*

General Remarks (State quality of workmanship, &c.) The workmanship is good. The vessel has been built in accordance with the approved plans, the Secretary's letters of the above dates and in conformity with the Rules for the class contemplated. The Owners are aware that the vessel has been built in accordance with the Society's proposed Rules (1923-4). See Builders letter.

The vessel is constructed to carry Oil fuel in Nos 2, 3, 4, 6 & 7. Double Bottom Tanks
The Deep Tank is constructed for carrying Bean Oil
The tanks have been tested in accordance with the Rules and the
requirements of Sec. 35. of the Rules have been complied with
forging & Casting reports and 16 approved plans are enclosed herewith. Also
Please return plans for dealing with Sister vessel. Mid. Sec. as built.
The vessel is a sister vessel to M.V. Inverbank Same Builders Yard No 6436 Glasgow Report 43701

*The Surveyor should state the Number of Report and Name of any Sister Vessel.
Plans to be forwarded with F.E. Report showing vessel as built.*

Freeboard £ 11-0-0	Fees applied for,	Hull & Inchy Certificate to be sent to GLASGOW Date of issue 4/9/64
The amount of Entry Fee £ 9 : 0 : 0	8. 7. 1964	
Special Survey Fee... £ 328 : 15 : 6	Received by me,	
Travelling Expenses, if any £ :	3. 9. 1964	
State whether the Vessel has been built under Special Survey		

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

I am of opinion this Vessel should be Classed * *100 A.1.*

With, or without Freeboard, as condition of Class *With Freeboard. Carrying Beam Oil in Deep Tank.* *Geo. Webster. Surveyor to Lloyd's Register of Shipping.*

Committee's Minute
Character assigned $\frac{1}{2}$ - 100A1
With freibours
Carrying Bean Oil 6.24
in Deep Tank Lloyd's ascl.
+ LMC 6.24

GENERAL REMARKS—(continued).

[Faint, mostly illegible handwritten notes and signatures are visible in this section.]

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

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) **2 decks (steel) upper & lower Sheathed 3.P.P.**
Official No. **147907**; Signal Letters **K.Q.V.T.** State if Machinery is fitted aft **Ahead ships.**
How are the surfaces preserved from oxidation? Inside **Cement & paint clean of oil tanks** Outside **Paint**

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors **Cellular**

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, W.B. = 350; O.F. = 323	131.25	350	Fore peak tank, W.B.	21.08	106
Double bottom, under Engines and Boilers, F.N. = 129; L.B. = 31.	39.37	167	After peak tank, W.B.	18.87	132
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward, = 991 lbs oil	31.5	1067
Double bottom, forward, W.B. = 108; Rainwater W.B. = 457	185.87	604	Other tanks, if fitted, Oil tanks between tunnels - 233	115.0	281
		Total capacity of double bottom 1121	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks.

State whether the above have been tested as required by the Rules. **Yes***

Total length of Double Bottom Tanks = 356.5 ft.

Order for Special Survey No. **5566**

Date **26.4.23**

No. **6559** in builder's yard.

DATES OF SURVEYS held while building

**1923 Jan 1-26 July 31 Aug 10-23-24 Sep. 3-5-10-12-14-20-26 Oct 1-2 9-11-18-19-22-23-24-26 Nov 7
Dec 7-18-24 1924 Jan 8-21 Feb 11-14-25-27 Mar 3-5-11-13-14-18-20-24-26-27-28-31 Apr 2-3-4-8-9-10
11-14-15-17-18-19-22 May 6-14-15 June 3-5-6-10-16-18-19-23-24-25.**

Total No. of Visits **72**

Surveyor's Signature

[Signature]

Lloyd's Register Foundation