Rpt. 1.

STEEL ~~STEAMER or~~ MOTORSHIP.

Received at London Office 12 FEB 1942

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 5TH FEBY. '42 Port of DUNDEE No. 9282

Survey held at DUNDEE Date First Survey SEPT. 18TH, 1940 Last Survey 30TH JANUARY 1942.

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) SINGLE SCREW MOTORSHIP 'GREEN RANGER' (MACHINERY AFT)

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLING State Type of Erections POOP & F'SCLE

TONNAGE under Tonnage Deck	2554.68
Do. of space or spaces between Tonnage Dk. and Upper Dk.	✓
Total	2554.68
Gross Tonnage	3313.33
Register Tonnage	1506.30

REGISTERED DIMENSIONS.

	FEET.
Length	339.40
Breadth	48.35
Depth	22.60

CLASS ✠ 100 A.1. "CARRYING PETROLEUM IN BULK IN NOS 1-4 TANKS & OIL FUEL IN NO 5 TANK F.P. ABOVE 150° F." State if with freeboard / as condition of Class: NO

		FEET.
Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)	L	336.0
Breadth (greatest moulded)	B	48.0
Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)	D	22.5
1st Longitudinal Number (L × D)	=	7560
2nd Numeral L × (B + D)	=	23688
Framing Depth "d," at middle of length. See Sec. 3 (1d)		✓
Proportions—Depth to Length—Uppermost continuous deck to top of keel		14.93
Do. Long Bridge to top of keel		
Draught Moulded		20'-1 5/8

Built at DUNDEE

Launched 21st August, 1941 Yard No. 391

Builders Caledon S.B.& E. Coy. Ltd.

Owners The Admiralty

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

Residence

Port of Registry London

If surveyed while building, afloat, or in dry dock Building & afloat

FRAMES, DOUBLE BOTTOM AND BEAMS.

LONGITUDINAL FRAMING AS PER PAGE 5

	Inches in Ship.			Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	24" & AS APPROVED			
" " from 3/5 length amidships to Collision bulkhead		24		
" " in peaks		24		
SIDE FRAMING. Frame Amidships, ~~Angle, E or~~ [	8	3½	·40	8 × 3 × ·40
" " Extends ~~up to~~ FROM BILGE TO UPPER DECK WITH ONE	SIDE STRINGER AS APPR'D.			
~~**Reversed Frame Amidships,** Angle~~				
" " ~~Extends up to~~				
Depth of Framing Girder		8		
Frames in POOP ~~Uppermost Continuous~~ 'tween Decks, ~~Angle, E or~~ [	4	3½	·33	WITH
" " ~~Second 'tween Decks, Angle, E or~~ [	3½	3	·314	L ALTERNATELY
" " No 1 TANK	9	3½	·418	B.A. WITH STRINGERS
" " No 2 "	9	3½	·38	B.A. AS APPR'D.
" " ~~Third~~ " " " "				
" IN FOR'D DEEP TANK ~~from ¼ len. for'd. to 15% len. from Stem~~	9	3½	·38	B.A.
" **in Peaks,** ~~Angle or~~ [AFT PEAK	4	3	·33	
FORE PEAK	4	3	·32	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	⅞	4⅞		AS PER MULTIPLE PUNCHING DIAGRAM
State if Frame Joggled		YES		
Are the scantlings and arrangements in the **Panting Area** in accordance with the Rules and/or as approved?	AS APPROVED			
Are the scantlings and arrangements in way of the **Bottom Forward** in accordance with the Rules and/or as approved?	AS APPROVED			
SINGLE BOTTOM. IN DEEP TANK FORD **Floors,** Depth and thickness at mid-line ~~in Holds~~	28 To 39	·43		
Height of Brackets at side above base line at toe of frame				
Middle Line Keelson, ~~on Floors, Angles, E or [~~	LAPPED TO CR. LINE BHD.			
" " " Through Plate ~~or Intercostal Plate~~	60	·40		
" " " ~~Foundation Plate on Floors~~				
" " " Flat Plate Keel Angles	3½	3½	·42	
Side Keelsons, No. each side		TWO		
" " thickness of Intercostal Plate		·40		
" " Angles TOP	5	3	·38	
BOTTOM	3½	3½	·40	
DOUBLE BOTTOM. IN MOTOR ROOM ONLY **Solid Floors,** thickness and spacing	·36 EVERY FRAME INCREASED UNDER ENGINES			
" " Are Frame and Reversed Frame joggled?		YES		
Bracket Floors, breadth and thickness at middle line		✓		
" " breadth and thickness at margin plate				

	Inches in Ship.			Any Departure from Approved Plans to be Noted.
Bracket Floors, Frame		✓		
" " Reversed Frame				
" " Vertical Struts				
Centre Girder, depth and thickness amidships	45¼	·46		
" " top Angles	3½	3½	·40	
" " bottom Angles	3½	3½	·44	
Side Girders, No. each side and thickness	ONE CLEAR OF ENGINE TWO IN WAY OF ENGINE	·34 ·625		
Margin Plate depth (excl. of flange) and thickness		✓		
" " Vertical Angle to Tank side Bracket abaft ¼ len. from stem				
" " Vertical Angle to Tank side Bracket from forward ¼ len. from stem to Panting Area				
" " Gussets, spacing and scantling abaft ¼ len. from stem				
" " Gussets, spacing and scantling from forward ¼ len. from stem to Panting Area				
Tank Side Brackets, height above base line at toe of Frame and thickness		✓		
INNER BOTTOM PLATING. MOTOR ROOM ~~Breadth and~~ thickness ~~of Middle Line Strake~~	·43 CLEAR OF ENGINE			
Thickness of remainder ~~in Holds~~	1⅛ PLATING UNDER ENGINES			
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			
BEAMS. Uppermost Continuous Deck, amidships ~~in Wells, Angle, E or [~~	LONG'L. BEAMS AS PER PAGE 5			
" " in way of POOP ~~Bridge, Angle, E or [~~	8½	3	·36	& AS APPRD.
IN CARGO SPACE FOR'D.	7	3	·32	B.A.
Spacing	EVERY FRAME			
Second Deck, AFT ~~amidships, Angle, E or [~~	4	3	·36	& AS APPRD.
Spacing	EVERY FRAME			
DEEP TANK FLAT FORWARD ~~**Third Deck,** amidships, Angle, E or [~~	8	3	·34	
Spacing	EVERY FRAME			
Fourth Deck, amidships, Angle, [or [	✓			
Spacing				
Poop Deck, ~~Angle, E or~~ [	4	3	·32	& AS APPROVED
Spacing	EVERY FRAME			
Bridge Deck, Angle, [or [	✓			
Spacing				
Forecastle Deck, ~~Angle, E or~~ [	4	3	·32	& AS APPROVED.
Spacing	EVERY FRAME			

R.D. 5.2.42.

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PILLARS AND DECKS.

	Inches in Ship.			Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows	CONTINUOUS	LONGITUDINAL		
„ in 'tween Decks, Size and Spacing	O.T.	BULKHEAD	IN WAY OF	
„ „ „ „ „	OIL TANKS & ENGINE ROOM			
„ in Holds „ „	PILLARING AT ENDS			
„ „ „ „ „	AS APPROVED.			
LONGITUDINAL ~~Centre Line~~ **Bulkhead.** P&S OILTIGHT	8	3	·408 B.A.	
	9	3	·388 B.A.	No 2 TANK
Stiffeners and Spacing 27" APART WITH ONE STRINGER 22" x ·36 & 44½ FL.	9	3	·41 B.A.	No 1 TANK
Plating, thickness of	·43 – ·36			
STRINGERS AND DECKS.				
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness in Wells	54	·44		
AT POOP		·89		
AT F'SCLE		·80		
„ „ „ „ ~~in way of Bridge~~				
„ Angle in Wells	6	6	·44	
Thickness of Plating ~~abreast Deck openings~~ in way of Wells		·50		
		·57	AT PUMP ROOM	
Thickness of Plating abreast Deck openings in way of Bridge		✓		
Thickness of Plating within line of openings		✓		
If Sheathed, material and thickness		✓		
Second Deck. IN ENGINE SPACE				
Stringer Plate, ~~breadth and~~ thickness ~~in Wells~~		·34		

	Inches in Ship.			Any Departure from Approved Plans to be Noted.
~~Stringer Plate, breadth and thickness in way of Bridge~~		✓		
Thickness of Plating ~~abreast Deck openings in way of Wells~~	·30 &	·34	·40 IN WAY OF BOILERS	
~~Thickness of Plating abreast Deck openings in way of Bridge~~				
~~Thickness of Plating within line of openings~~				
~~If Sheathed, material and thickness~~				
DEEP TANK FLAT FORD				
~~Third~~ Deck.				
Stringer Plate, ~~breadth and~~ thickness		·36		
If Plated, state thickness		·36		
Fourth Deck.				
Stringer Plate, breadth and thickness		✓		
If Plated, state thickness				
Poop Deck.				
Stringer Plate, breadth and thickness	43½	·34		
Plating, Sheathing, material and thickness	·30	2½ TEAK WHERE EXPOSED		
	COMPO IN ACCOMMODATION.			
Bridge Deck.				
Stringer Plate, breadth and thickness		✓		
Plating, Sheathing, material and thickness		✓		
Forecastle Deck.				
Stringer Plate, breadth and thickness		·32		
Plating, Sheathing, material and thickness		·32		

SHELL PLATING.

SCANTLINGS.

Strakes	As in Vessel. Amidships. Breadth.	Amidships. Thickness.	Forward. Thickness.	Aft. Thickness.	Any Departure from Approved Plans to be Noted.
	Inches.	Inches.	Inches.	Inches.	
Flat Plate Keel	46	·76	·59	·59	
„ Dblg. (if any) 'A & B'	✓ 78	·53	·50 & ·59	·44 & ·48	
Bottom Plating, No. of Strakes 3 'C'	70	·51	·50	·51	
Bilge Plating, No. of Strakes 1 'D'	94	·51	·50	·48	
Side Plating, No. of Strakes 1 'E'	88	·48	·49	·41	
Upper Deck, Sheer-strake in Wells 'G'	61	·44	·41	·41	
Upper Deck, Sheer-strake ~~in Bridge~~	AT POOP ·96 AT F'SCLE ·90				
Strake below Sheer-strake in Wells 'F'	89	·48	·49	·41	
~~Strake below Sheer strake in Bridge~~					
Poop Side Plating 'H & J'			·45	·36	
~~Bridge Side Plating~~					
Forec'tle Side Plating		·38			

RIVETING.

Strakes	Edges. Single or Double.	Edges. Rivets. Diam.	Edges. Rivets. Spacing cr. to cr.	Butts. No. of Rows of Rivets.	Butts. Rivets. Diam.	Butts. Rivets. Spacing cr. to cr.	Butts. Strapped or Lapped.
	State if joggled? NO	Inches.	Inches.		Inches.	Inches.	
Flat Plate Keel	DOUBLE	7/8	3 3/8	QUADRUPLE	1	3 1/32 3 1/4	STRAPPED
„ Dblg. (if any)							
Bottom Plating, No. of Strakes	DOUBLE	7/8	3 3/8	TREBLE	7/8	3 1/16	LAPPED
Bilge Plating, No. of Strakes	DOUBLE	7/8	3 3/8	"	7/8	3 1/8	STRAPPED
Side Plating, No. of Strakes	DOUBLE	7/8	3 3/8	"	7/8	3 1/8	LAPPED
Upper Deck, Sheer-strake in Wells	DOUBLE	7/8	3 3/8	QUADRUPLE	1"	4	LAPPED
Upper Deck, Sheer-strake ~~in Bridge~~	ELECTRIC WELDING &			QUADRUPLE	1	4	LAPPED
Strake below Sheer-strake in Wells	DOUBLE	7/8	3 3/8	TREBLE	7/8	3 1/8	LAPPED
~~Strake below Sheer strake in Bridge~~							
Poop Side Plating	SINGLE	3/4	3	SINGLE	3/4	2 5/8	LAPPED
~~Bridge Side Plating~~							
Forec'tle Side Plating	SINGLE	3/4	3	SINGLE	3/4	2 5/8	LAPPED

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— 8 O.T.

Extending to Upper Deck (Sec. 3 *c*) 13

„ Deck next below

As ~~per Rule~~ APPROVED 13

	Plating Thickness.	Stiffeners. Vertical. Scantlings.	Stiffeners. Vertical. Spacing.	Stiffeners. Horizontal. Scantlings.	Stiffeners. Horizontal. Spacing.
Midship Bulkh'd, CENTRE TANK ~~Upper tween decks~~	·44 – ·34	9 x 3 x ·36 B.A.	29	STRINGER 54" x ·42 WITH 9" FL.	1 in No
„ „ ~~Second~~ „ WING TANK					
„ „ ~~Third~~ „	·43 – ·36	8 x 3 x ·40 B.A.	24	STRINGER 30" x ·40 WITH 8 x 3 x ·36 B.A.	1 in No
„ „ Holds					
Collision „ (in Hold)	·46 – ·30	9 x 3 x ·36 B.A.	24	3 Semi Box Beams	
		8 x 3 x ·46 B.A.			
After Peak „ „	·40 – ·36	10 x 3½ x ·50 B.A. to 6 x 3 x ·320 A.	24		

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	FLAT PLATE KEEL			
STEM	ROUNDED PLATE ·50 THK. FABRICATED STERNFRAME AS APPROVED			
STERN FRAME ~~Propeller Post~~	CASTINGS BY MESSRS WEST LOTHIAN STEEL FOUNDRY CO LTD. OF ARMADALE			
STERN FRAME ~~Rudder~~ „	C SECTION			
Speed of Vessel	13 KNOTS			
RUDDER—Type	FABRICATED OERTZ STREAMLINE RUDDER			
„ A x D	401			
„ Diam. of ~~head~~ STOCK	FORGING 11 1/4 DIA. BY DENNYSTOWN FORGE LTD.			
„ ~~Mainpiece at top pintle~~	CAST STEEL TOP & BOTTOM ARMS BY WEST			
„ „ ~~heel~~	LOTHIAN STEEL FOUNDRY LTD. OF ARMADALE			
„ how constructed	STEEL PLATES & ANGLES BY CALEDON S. B. & E. Co. LTD. DUNDEE			
„ double ~~or single~~ plate		·50		
„ coupling, ~~vertical or~~ horizontal	8 – 2 7/8 DIAR. FITTED BOLTS.			

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Colvilles Ltd. The Lanarkshire Steel Coy, Dorman Long & Co. Ltd., Appleby Frodingham Steel Coy Ltd. South Durham Steel & Iron Co Ltd. Steel Coy. of Scotland Ltd. Open Hearth Process

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

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and V meantime
no Admiralty equipment
if owned.

EQUIPMENT No 25594·3 LETTER ✓ . ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK. Cwts.	qrs.	lbs.	WEIGHT OF STOCK. Cwts.	qrs.	lbs.	TEST, PER CERTIFICATE. Tons.	cwts.	qrs.	lbs.	WEIGHT REQUIRED BY TABLE 53. Cwts.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
26529	1st Bower ...	60	1	14	STOCKLESS			48	12	2	0		BYERS STOCKLESS	—	L.P.H-LW, 9-12-40, A.GREEN
26530	2nd „ ...	60	3	21	"			48	14	2	0	139	" "	—	" " "
26535	3rd „ ...	51	0	14	"			43	1	2	4		" "	—	" 10-12-40 "
	Collective weight.	172	1	21											
53211	Stream	16	1	20	4	1	6	14	14	0	7	13	ORDINARY FORGED W.I.	—	L.P.H-CH, 18-4-40, S.C.PAUL

CHAIN CABLES. HAWSERS AND WARPS.

Number of Certificate.	Length and size supplied. Length.	Diam.	Test per Certificate. Statutory.	Breaking.	WEIGHT OF CHAIN CABLE. Supplied.	Per Rule.	Length and Size per Table 53. Length.	Diam.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied. Length.	Cir.	Breaking Test of Steel Wire.	Length and Size per Table 53. Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
42036	2⅟0	2 3/16	86·15	120·5	658 2 7	538 3/4	2⅟0	2"	STUD LINK	—	L.P.H-B.C. 9-4-41, A.BUTLER	ROWLINE...	120	4	ADMIRALTY TEST	120	4
												HAWSERS & WARPS	2 2⅟0	2½	"	2 2⅟0	2½
												"	2 2⅟0	2½	"	2 2⅟0	2½
		Cir.						Cir.									
~~Iron Stream~~ ~~Chain or~~ Steel Wire	90	4½	DOCKYARD	TEST			90	4½	6×12 F.S.W.	SUPPLIED BY THE ADMIRALTY		"					

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

Steering Chains (Size and Test) Telemotor Gear **Windlass** Steam by Clarke Chapman **Boats** 3 Lifeboats, 1 motor lifeboat

Ceiling in CARGO / FORE **Holds,** thickness and material 2½" W.W ON 1¼ GROUNDS **Cargo Battens,** thickness, material and spacing 6"×2" W.W 9" APART.

Cargo OIL TANK **/Hatchways.**—(Upper Deck) Steel Coamings & angles **Thickness of Hatches** Steel hinged covers to all weather deck hatches

Size of Hatchways **No. 1** (Fwd.) CARGO HATCH 20'-3"×10'-0" **No. 2** OIL HATCHES 3'-11"×2'-9" **No. 3** ~~No. 4~~ ~~No. 5~~ ~~No. 6~~

Number of **Shifting Beams** and/or **Fore** and **Afters** one hatch beam & one fore & after to hatch to hold space on T'sele Deck.

Builder's Signature FOR AND ON BEHALF OF THE CALEDON SHIPBUILDING & ENGINEERING CO. LTD.

Henry Mains Managing Director.

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 Secretarys letters of various dates & in general conformity with the Societys rules for the class contemplated. The workmanship & materials are good. Cargo oil tanks Nos 1-4 & Cr. & Wing tanks forward to bhd. 29 are intended for the carriage of petroleum in bulk. No 5 Cargo oil tank is intended for the carriage of oil fuel (F.P. above 150°F). Oil fuel is carried in the wing tanks (P & S) at side of engine room & in D.B. tanks in engine room (F.P. above 150°F). Sec. 20 of the rules complied with where applicable. The cargo oil tanks, petrol tanks, oil fuel bunkers, Cofferdams, Deep tanks forward & aft, F.W. Tanks, Fore & after peaks & double bottom tanks in Engine Space were tested as required by the rules & found satisfactory. Weather decks hose tested, W.T. doors tested, Hand Pumps & bilge Suctions tested & found satisfactory. Windlass & Steering gear tested under working conditions & found satisfactory. Freeboard verified & marks cut in on ships side.

The amount of Entry Fee ..... £ 4 : 0 : 0 — Fees applied for, 5th Feb. 1942

Special Survey Fee.... £360 : 19 : 6 — Received by me, 19

~~Travelling Expenses, if any~~ £ Freeboard 14 : 0 : 0

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

I am of opinion the Vessel should be Classed ✠ 100 A-1. "CARRYING PETROLEUM IN BULK IN NOS. 1-4 TANKS AND OIL FUEL IN NO. 5 TANK F.P. ABOVE 150°F". LONGITUDINAL FRAMING AT BOTTOM & AT DECK.

State whether the Vessel has been built under Special Survey Yes

Certificate ~~to be~~ sent to Dundee via Glasgow GLASGOW Date of issue 25/3/42

Signature A McQueen

Surveyor to Lloyd's Register of Shipping.

Hull Machy ~~" Sunderland~~

Committee's Minute GLASGOW 10 FEB 1942 AM

Character assigned ✠ 100 A1 1.42

Carrying Petroleum in Bulk in Nos. 1-4 tanks and oil fuel in No. 5 tank F.P. above 150°F

Longitudinal Framing at Bottom & at Deck

✠ LMC 1.42 oil fuel F.P. above 150°F

Lloyds a.C.P.

The Surveyor are requested not to write on or below the Committee's Minutes.

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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.*)

SISTER VESSELS. 'GOLD RANGER', DUNDEE REPORT Nº 9234, 'GRAY RANGER' DUNDEE REPORT Nº 9256

List of approved plans

Sternframe & Rudder
Fdy to sternframe & Rudder
Midship Section
Profile & Decks
midship Bulkheads
Scantlings in way of Petrol Tanks
Strengthening of Bottom Forward
Fore end Scantlings
Aft end Framing
Multiple Punching Diagram
Scantlings of oil Fuel Bunkers
Engine Seating
After Cofferdam
dtls. to flow holes in Longitudinals
Bottom framing in no. 1 side tank
Strong Beams in way of Boiler Casing
Fore & aft Gangway
Particulars of arc welding
Oil tight hatch covers
Cargo Hatch
Detail of Hatch on F'scle Deck
Forged steel Tillers
alterations to Boiler Casing
Pumping arrangement
Emergency steering Gear

Steel Invoices & Forging Reports Herewith.

PARTICULARS OF ELECTRIC WELDING (*if employed*) Sternframe & part of Rudder. Transverses to shell & F&A. bulkheads. Bulkhead stiffener brackets to bulkhead & longitudinals. Horizontal stringers to shell & bulkheads. F&A bulkhead stiffener brackets to bulkhead & shell. Oil tight hatches. bilge keel to shell, also minor details

SPECIAL NOTATIONS:—*Either as part of the vessel's class or for record in the Register Book* "Carry petroleum in bulk in nos 1-4 tank & oil fuel in Nº 5 tank F.P. above 150°F", Longitudinal framing at bottom & at Deck, Cruiser Stern oil engine, machinery aft. Lloyds A&C.P. Wireless, Echo sounding device, Direction Finding, Gyro-Compass.

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

1st Bower 37-2-14, J. TODD, 3438, 13&18-9-40.
2nd " 38-0-4, J. TODD, 3432, 11&13-9-40,
3rd " 32-3-0, J. DALE, 2911, 25-5-40.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 129·16 ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle 80·33 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated ✓

Official No. 168231 Signal Letters ✓ Extreme Breadth over Belting (Circ. 1611) ✓ Over-all Length (Circ. 1703) 355·33

No. and Material of Decks 1 Deck (Steel) & 2nd deck (steel) clear of Cargo tanks

Parts of Bottom of Vessel coated with cement or approved composition Cement in Feed tank & F.W. tanks. Fore & aft peak tanks & forward deep tank bituminous composition. nos 1-4 Cargo & petrol tank coated with 'Tantectol W'

Particulars of composition (if fitted) and of approval Briggs Bituminous. 'Tantectol W' International paint Coy.

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.
Double bottom, aft, IN ENGINE SPACE		
Double bottom, under Engines ~~and Boilers~~, FRS. 99-111	27·0	65
Double bottom, ~~if under Engines only~~, COFFERDAM FRS. 111-112	2·25	
Double bottom, ~~if under Boilers only~~, FEED TANK FRS. 112-125	29·25	45
Double bottom, ~~forward~~, COFFERDAM FRS. 125-129	9·00	
Total length (if continuous) and Capacity	64·50	110

Where Fitted.	Length. Feet.	Water Capacity. Tons.
Fore peak tank,	16·0	49
After peak tank,	12·0	24
Deep tank, aft, FRS 129-135	13·5	114
Deep tank, forward, FRS 10-24	31·5	152
Other tanks, if fitted,		
(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 1008

Date 22ND SEPT 1939.

Dates of Surveys held while building

1940. SEP. 18, 23. Oct. 2. 14, 18 Nov. 7. 13. 18. 20, 21, 22, 26 Dec. 4. 6. 13. 30. 1941 Jan. 6. 9. 14. 17. 27. 30. Feb 4, 11, 12, 14, 19, 24, 25, Mar. 5, 14, 21, 26, 28. Apr. 2, 11, 17, 22, 23, 30 May 2, 6, 8, 9, 14, 21, 22, 27. June 6, 27. July 1, 4, 15, 16, 17, 21, 22, 24, 29, 30, 31. Aug. 1, 3, 4, 8, 9, 11, 12, 13, 14, 15, 16, 17, 18, 19, 21, 25, 27, 29. Sept. 1, 8, 9, 11, 12, 13, 24, 26, 28 29. Oct. 2, 3, 8, 17, 22, 23, 28, 29. Nov 4, 6, 11, 20, 25, 27, 28. Dec. 1, 4, 15. 1942 Jan 26, 28, 29, 30

Total No. of Visits 111.

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Rpt. 1*. M.V. 'GREEN RANGER'

PAGE 5

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS. In Ship. Ins.	Ins.	Ins.	ENDS. In Ship. Ins.	Ins.	Ins.	Any Departure from Approved Plans to be Noted.	RIVETING. Rivets in Longitudinal Frames. Diam. Ins.	Spacing Ins.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads. Number.	Diameter. Inches.
Framing of L, L ~~or E~~												
Frames in Bridge 'tween Decks ...	TRANSVERSE FRAMING IN POOP & FORECASTLE											
Frames from ~~Uppermost Continuous Deck~~ CENTRE GIRDER To BILGE No. 1	11	3½	·55	11	3½	·55	IN Nos 3&4 TANKS	4/8	AS MULTIPLE DIAGRAM	9 @ 3 3/8		
	11	3½	·43	11	3½	·43	IN Nos 1, 2&5 TANKS			4 @ 3 3/8		WELDED
„ 2		"			"		"		"	I.E. 9 IN WAY TRANS. SPACED 9'-0" APART & 4 IN WAY TRANS. SPACED 6'-9" APART		"
„ 3		"			"		"		"	"		"
„ 4		"			"		"		"	"		"
„ 5	LONGITUDINAL O.T. BULKHEAD (P&S)											
	11	3½	·49	11	3½	·49	IN Nos. 3, 4&5 TANKS	7/8	AS MULTIPLE DIAGRAM	9 @ 3 3/8		
„ 6	11	3½	·43	11	3½	·43	IN Nos 1&2 TANKS			4 @ 3 3/8		WELDED
„ 7		"			"		"		"	"		"
„ 8		"			"		"		"	"		"
„ 9												
„ 10												
„ 11												
„ 12												
„ 13												
„ 14												
„ 15												
„ 16												
Spacing of Longitudinal Frames — Amidships	28¾ IN CENTRE TANKS 24 IN WING TANKS											
Spacing of Longitudinal Frames — At Ends				28¾ IN CENTRE TANKS 24 IN WING TANKS								
Double Bottoms L, L or C — Tank Top Longitudinals												
Double Bottoms L, L or C — Bottom „	TRANSVERSE FRAMING IN DOUBLE BOTTOM AS PER PAGE 1											
Spacing of Longitudinals — Amidships												
Spacing of Longitudinals — At Ends...												

Transverses.			Rivets in Lugs to Shell Diam.	Spcng.
Side in 'tween Decks — Depth and Thickness	TRANSVERSE FRAMING IN POOP & F'SCLE			
Side in 'tween Decks — Face Angles	28 x ·40 IN Nos. 1&2 TANKS 30 x ·40 IN Nos. 3,4&5 TANKS		WELDED	
Side in 'tween Decks — Lugs to Shell*.....	6" FLANGE			
BOTTOM ~~Side~~ ~~(in Hold)~~ NG TANKS — Depth and Thickness	WELDED			
BOTTOM ~~Side~~ ~~(in Hold)~~ NG TANKS — Face Angles	38 x ·44	38 x ·44		
BOTTOM ~~Side~~ ~~(in Hold)~~ NG TANKS — ~~Lugs to~~ Shell*.....	6 3 ·50 B.A. DOUBLE IN Nos 1&2 TANKS 4 3½ ·50 B.A. DOUBLE IN Nos. 3,4&5 TANKS		"	
Bottom IN CENTRE TANKS — Depth and Thickness	WELDED			
Bottom IN CENTRE TANKS — Face Angles				
Bottom IN CENTRE TANKS — ~~Lugs to~~ Shell*.....				
Bottom IN CENTRE TANKS — „ „ ~~Back Bars~~ ...				
Bottom IN CENTRE TANKS — Brackets	·44		"	
Spacing of Transverse Frames	9'-0" IN Nos. 3,4&5 TANKS 9'-0", 6'-9", 9'-0" IN Nos. 1&2 TANKS			

* State if joggled or liners.

Longitudinal Beams of L, L ~~or E~~		Amidships			At Ends			Spacing.
	~~Bridge Deck~~ ...							
	Upper „	4	3	·36 B.A.	4	3	·36 B.A.	28¾ IN CENTRE 24 IN WING
	~~Second~~ „							
	~~Third~~ „							

Transverse Beams.

Plate.	Face Angles.	Any Departure from Approved Plans to be Noted.
UPPER DECK		
CENTRE		
24 x ·40	6" FLANGE	IN Nos 1&2 TANKS
25 x ·40	6" FLANGE	" 3,4&5 "
WING		
22" x ·40	6" FLANGE	IN Nos 1&2 TANKS
23" x ·40	"	" " 3,4&5 "

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.*

1m,2,37. T.

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