

OIL CARRYING BARGE (NON PROPELLED)  
STEEL STEAMER OR MOTORSHIP

CT 1950 19 OCT 1950  
Received at London Office

State if Report has been sent on the Freeboard of the Vessel. NO

IN D.O.

State if Report is sent on the Machinery of the Vessel. NO MACHINERY.

Date of completion of report. 5 TH OCTOBER. 1950. Port of. GLASGOW. No. 46182

Survey held at. PAISLEY. Date First Survey. 14<sup>th</sup> March 1950. Last Survey. 5TH OCTOBER 1950.

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) ~~NEW PROPELLED OIL CARRYING BARGE (NOT NAMED)~~ MILLER BROS. YARD NO 136

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) SPECIAL TYPE FOR HARBOUR SERVICE.

State Type of Erections. FLUSH DECK.

TONNAGE under } NOT  
Tonnage Deck ... } MEASURED.

Do. of spaces or spaces }  
between Tonnage Deck }  
and Upper Deck. } ✓

Total ✓

Gross Tonnage ✓

Register Tonnage ✓

REGISTERED DIMENSIONS.  
FEET

Length NOT

Breadth MEASURED

Depth ✓

CLASS FOR HARBOUR SERVICE AT ADEN. State if with freeboard as condition of Class. NO

Length from fore part of stem to after part of stern } L 56-0

on L.W.L. See Sec. 3 (1a) } ✓

Breadth (greatest moulded) } B 18-0

Depth, at middle of length from top of keel to top } D 5-0

of beam at side of uppermost continuous } ✓

deck. See Sec. 3 (1c) } ✓

1st Longitudinal Number (L x D) = 280

2nd Numeral L x (B + D) = 1288

Framing Depth "d," at middle of length. See } 4-75

Sec. 3 (1d) } ✓

Proportions—Depth to Length—Uppermost con- } 11-2

tinuous deck to top of keel } ✓

Do. Long Bridge to } ✓

top of keel } ✓

Draught Moulded EXTREME 3-50

Built at. PAISLEY.

VESSEL NOT LAUNCHED.

Launched. BEMO SHIPPED AS Yard No. 136.

COMPLETED CRAFT.

Builders. MILLER BROTHERS, LD

Owners. BRITISH TANKER CO LD

Managers. ✓

(Where necessary to be entered in Reg. Book)

Residence. ✓

Port of Registry. NOT REGISTERED.

If surveyed while building, afloat, or in dry dock

WHILE BUILDING.

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.
FRAMES, Spacing <del>amidships</del> THROUGHOUT.	24 ✓		Bracket Floors, Frame	✓	
" " from 1 length amidships to Collision bulkhead	✓		" " Reversed Frame	✓	
" " in peaks	✓		" " Vertical Struts	✓	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	✓	
Frame Amidships, Angle, E or F THROUGHOUT.	3 2 1/2 .25 ✓		" " top Angles	✓	
" " Extends up to	UPPER DECK. ✓		" " bottom Angles	✓	
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness	✓	
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	✓	
Depth of Framing	✓		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	✓	
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	✓		" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	✓	
" " Second 'tween Decks, Angle, E or F	✓		" " Gussets, spacing and scantling abaft 1/4 len. from stem	✓	
" " Third " " " " "	✓		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	✓	
" " from 1/4 len. for'd. to 15% len. from Stem	✓		Tank Side Brackets, height above base line at toe of Frame and thickness	✓	
" " in Peaks, Angle or E	✓		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	5/8 2 4 1/2 ✓		Breadth and thickness of Middle Line Strake	✓	
State if Frame Joggled	NO. ✓		Thickness of remainder in Holds	✓	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	✓		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?	✓		BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships in OIL TANK Angle, E or F	3 2 1/2 .30 ✓	AT ENDS CLEAR OF OIL.
Floors, Depth and thickness at mid-line in HULLS WAY OF OIL TANK	4 2 1/2 .25 ✓		" " in way of Deck, Angle, E or F	3 2 1/2 .25 ✓	ABREAST OIL TANK.
" " Height of Brackets at side above base line at toe of frame	13" ✓		Spacing	EVERY FRAME. ✓	
Middle Line Keelson, on Floors, Angle, E or F	9" x 3" x 17-46 lbs [ SLOTTED IN WAY OF BOTTOM FRAMES. ✓		Second Deck, amidships, Angle, E or F	✓	
" " Through Plate or Intercoastal Plate	✓		Spacing	✓	
" " Foundation Plate on Floors	✓		Third Deck, amidships, Angle, E or F	✓	
" " Flat Plate Keel Angles	✓		Spacing	✓	
Side Keelsons, No. each side. ONE AT ENDS CLEAR OF OIL TANK.	9" x 3" x 17-46 lbs [ SLOTTED IN WAY OF BOTTOM FRAMES. ✓		Fourth Deck, amidships, Angle, E or F	✓	
" " thickness of Intercoastal Plate	✓		Spacing	✓	
" " Angles	✓		Poop Deck, Angle, E or F	✓	
DOUBLE BOTTOM.			Spacing	✓	
Solid Floors, thickness and spacing	✓		Bridge Deck, Angle, E or F	✓	
" " Are Frame and Reversed Frame joggled?	✓		Spacing	✓	
Bracket Floors, breadth and thickness at middle line	✓		Forecastle Deck, Angle, E or F	✓	
" " breadth and thickness at margin plate	✓		Spacing	✓	



## PILLARS AND DECKS.

			INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows	ONE ROW ON MIDDLE LINE IN OIL TANK; ALSO TWO LONG. BHDS.					
" in 'ween Decks, Size and Spacing						
" " " " " "	2 1/2 2 1/2 .25 O.A.					
" in Holds	ON ALTERNATE FRAMES					
" " " " " "						
LONGITUDINAL						
Centre Line Bulkheads in way of oil tank	3 2 1/2 .25 O.A.					
Stiffeners and Spacing	EVERY FRAME					
Plating, thickness of	.25					
STRINGERS AND DECKS.						
Uppermost Continuous Deck.	76 x .25					
Stringer Plate, breadth and thickness in Well						
" " " " " " THROUGHOUT						
" " " " " " in way of Bridge						
" Angle in Wells	2 1/2 2 1/2 .25					
Thickness of Plating abreast Deck openings in way of Wells	.25					
Thickness of Plating abreast Deck openings in way of Bridge						
Thickness of Plating within line of openings						
If Sheathed, material and thickness						
Second Deck.						
Stringer Plate, breadth and thickness in Wells						
Stringer Plate, breadth and thickness in way of Bridge						
Thickness of Plating abreast Deck openings in way of Wells						
Thickness of Plating abreast Deck openings in way of Bridge						
Thickness of Plating within line of openings						
If Sheathed, material and thickness						
Third Deck.						
Stringer Plate, breadth and thickness						
If Plated, state thickness						
Fourth Deck.						
Stringer Plate, breadth and thickness						
If Plated, state thickness						
Poop Deck.						
Stringer Plate, breadth and thickness						
Plating, Sheathing, material and thickness						
Bridge Deck						
Stringer Plate, breadth and thickness						
Plating, Sheathing, material and thickness						
Forecastle Deck.						
Stringer Plate, breadth and thickness						
Plating, Sheathing, material and thickness						

## SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED,	EDGES.			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? <i>NO.</i>			No. of Rows of Rivets.	Rivets.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.	RIVETS.					
							Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
Inches.	Inches.	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.			
Flat Plate Keel.....	66 1/4	.375 ✓	.375 ✓	.375 ✓		DOUBLE ✓	5/8	2 1/4 ✓	DOUBLE ✓	5/8	2 1/4 ✓	LAPPED.
„ <del>Bilge</del> (if any) ✓	✓	✓	✓	✓								
Bottom Plating, No. of Strakes <i>ONE</i> }	✓	.375 ✓	.375 ✓	.375 ✓		„ ✓	„	„	„	„	„	„
Bilge Plating, No. of Strakes ✓	NO BILGE STRAKE.											
	3 1/2 x 3 1/2	.375	O.A.	CHINE.								
<del>Side Plating, No. of Strakes</del> }	✓	✓	✓	✓								
Upper Deck, Sheer- strake in Wells.....	65 ✓	.375 ✓	.375 ✓	.375 ✓		SINGLE TO CHINE & STRINGER BAR ✓	2 3/4 ✓	WELDED.	✓	✓	✓	
<del>Upper Deck, Sheer- strake in Bridge</del> }		✓	✓	✓		✓						
Strake below Sheer- strake in Wells.....		✓	✓	✓		✓						
Strake below Sheer- strake in Bridge.....		✓	✓	✓		✓						
Poop Side Plating.....		✓	✓	✓		✓						
Bridge Side Plating.....		✓	✓	✓		✓						
Forecastle Side Plating		✓	✓	✓		✓						

## WATERTIGHT BULKHEADS.

WATERTIGHT BULKHEADS.						FORGINGS AND CASTINGS.			
Total No. of W.T. BULKHEADS in Vessel	TWO					Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
Extending to Upper Deck (Sec. 3 c)	ONE ADDITIONAL W.T. BHD IN WING COMP?					KEEL, Bar	FLAT PLATE KEEL.		
" Deck next below	P&S ABREAST OIL TANK.					STEM	NONE.	SWIM END.	
As per Rule	AS APPROVED.					STERN FRAME	Propeller Post } NONE.	SWIM END.	
							Rudder " }		
						Speed of Vessel			
						RUDDER—Type		NO RUDDER.	
MIDSHIP BULKH'D, Upper 'ween decks	FR. 14	.25	3 x 2 1/2	.25	24"	" A x D			
IN WING COMP? ABREAST OIL TANK P&S.						" Diam. of head			
" " Second						" Mainpiece at top pintle			
" " Third						" " heel			
" " Hold						" how constructed			
COLLISION " (in Hold) FR. 23	.25	3 x 2 1/2	.25	24"		" double or single plate coupling, vertical or horizontal			
AFTER PEAK " FR. 5	.25	3 x 2 1/2	.25	24"					

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) **STEEL CO. OF SCOTLAND. COLVILLES. DORMAN LONG.**

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

Lloyd's Register Foundation







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 VESSEL :- MILLEN BROS YARD N°135**

**THERE ARE NO "AS-FITTED" PLANS, THE VESSEL HAVING BEEN BUILT AS SHOWN ON APPROVED PLANS WITH NO MODIFICATIONS OR ADDITIONS.**

**APPROVED PLANS HAVE BEEN FORWARDED WITH SISTER VESSEL; BUILDERS YARD N°135.**

**PARTICULARS OF ELECTRIC WELDING** (if employed) **BUTTS OF SIDE SHELL PLATING. BUTTS OF STRINGER ANGLE & CHINE BAR.**  
**STEEL FENDERS TO SIDE SHELL. MANHOLE DOOR COAMINGS TO DECK & BULKHEADS. OTHER MINOR DETAILS.**

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

**BARGE. CARRYING PETROLEUM IN BULK. FOR HARBOUR SERVICE AT ADEN.**  
**PART ELEC. WELDED.**

**RADAR Equipment** (State if fitted) **NOT FITTED.**

State Type or Pattern No. ✓

State } Maker ✓  
Name } and/or  
of } Supplier ✓

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

1st Bower. ✓

2nd " ✓

3rd " ✓

**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 or Forecastle are joined to the B.D., this should be distinctly stated ✓

Official No. **NONE**

Signal Letters **NONE.**

Extreme Breadth over Belting **18' 4"**  
(Circ. 1611)

Over-all Length **56' 4 3/4"**  
(Circ. 1703)

No. and Material of Decks **ONE DECK. STEEL.**

Parts of Bottom of Vessel coated with cement or approved composition **BOTTOM PAINTED: BARE IN OIL TANK.**

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 Dry Tanks (if tested) are to be included.)

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	✓		Fore peak tank,	✓	
Double bottom, under Engines and Boilers,	✓		After peak tank,	✓	
Double bottom, if under Engines only,	✓		Deep tank, <b>FOR OIL CARGO</b>	<b>36.0</b>	<b>52</b>
Double bottom, if under Boilers only,	✓		Deep tank, forward,		
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. **4049**

Date **7. 12. 1949**

Dates of Surveys held while building

**1950 Mar. 14, Apr. 12, May 2, 3, 10, 16, 22, Jun. 4, 14, 21, 30, Jul. 3, 6, 24, Aug. 18, 24, 25, Sep. 1, 15, 20, 22, Oct. 4**

Total No. of Visits **22**

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