

STEEL STEAMER or MOTORSHIP.

Received at London Office 1 SEP 1926

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 *25th August 1926* Port of *Greenock*No. *18598*Survey held at *Greenock* Date First Survey *10th February 1926* Last Survey *26th August 1926*On the (State if Machinery fitted Aft and) *Single Screw Motor Oil Tanker "PROWESS"* *Machinery*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full Scantling* State Type of Erections *R.P.D. & Sile.*TONNAGE under 167.63
Tonnage DeckCLASS *+ 100 A1.* State if with freeboard
as condition of ClassNO
FEET.Built at *Greenock*Do. of space or space
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 104.25*Launched *10th July 1926* Yard No. *154*

Total 167.63

Breadth (greatest moulded) *B 23.0*Builders *George Brown & Co.*

Gross Tonnage 206.91

Depth, at middle of length from top of keel to top
of beam at side of uppermost continuous
deck. See Sec. 3 (1c) *D 9.0*Owners *Frederick T. Gerard & Sons Ltd.*

Register Tonnage 77.09

1st Longitudinal Number (L x D) = *938*

Managers

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

REGISTERED DIMENSIONS.
FEET.

Length 106.1

Framing Depth "d," *IN WAY OF MAIN FLOORS*
Sec. 3 (1d) *See 7.92*Residence *London*

Breadth 23.2

Proportions—Depth to Length—Uppermost con-
tinuous deck to top of keel *11.58*Port of Registry *London*

Depth 9.1

Do. *Longitudinal to top*
of keel *8.69*

If surveyed while building, afloat, or in dry dock

Draught Moulded *8'5"**While Building & Afloat.*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 amidships	24		Bracket Floors, Frame	<i>SIDE KELLSON IN OIL TANKS.</i>	
" " from $\frac{1}{2}$ length to Collision bulkhead	24		Reversed Frame	<i>N. 2 EACH SIDE.</i>	<i>1.</i>
" " in peaks	24		Vertical Struts	<i>H. 999. 12x5x5</i>	<i>35/35</i>
SIDE FRAMING.			Centre Girders, depth and thickness amidships		
Frame Amidships, Angle, <i>E or F</i>	<i>IN. 214. 4 3 30</i>		" " top Angles		
" " Extends up to	<i>DECK.</i>		" " bottom Angles		
Reversed Frame Amidships, Angle	<i>✓</i>		Side Girders, No. each side and thickness		
" " Extends up to	<i>✓</i>		Margin Plate depth (excl. of flange) and thickness		
Depth of Framing Girder	<i>4 2 8.1</i>		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem		
Frames in <i>WAY OF R. P. D.</i> Uppermost Continuous Treen Decks, Angle, <i>E or F</i>	<i>4 3 36 4x2 1/2 x 36</i>		" " Vertical Angle to Tank side Bracket forward $\frac{1}{2}$ len. from stem		
" " <i>CARGO HOLD</i> Second Treen Decks, Angle, <i>E or F</i>	<i>4 3 32</i>		" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem		
" " <i>THIRD</i>	<i>✓</i>		" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem		
Framing in Peaks, Angle	<i>4 3 34 4x2 1/2 x 34</i>		Tank Side Brackets, height above base line at toe of Frame and thickness		
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships	<i>3/4 @ 4 1/2</i>		INNER BOTTOM PLATING.		
State if Frame Joggled	<i>NO</i>		Breadth and thickness of Middle Line Strake		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars			Thickness of remainder in Holds		
STRENGTHENING OF BOTTOM FOR- WARD. State Particulars	<i>DOUBLE FRAMES ADDITIONAL KELLSONS & 2 STRAKES SHELL PLATING MIDSHIP THK. FOR 2 OF 1/2 L.</i>		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?		
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Hold	<i>13 24</i>		Uppermost Continuous Deck, amidships (CARGO HOLD) in Wells, Angle, <i>E or F</i>	<i>4 1/2 3 34 4x2 1/2 x 34 ANG.</i>	
Height of Brackets at side above base line at toe of frame	<i>NONE FITTED.</i>		" " in way of <i>BRIDGE, Angle,</i> <i>E or F</i>	<i>4 1/2 3 34 4x2 1/2 x 34</i>	
Middle Line Keelson, on Floors, Angles, <i>E or F</i>	<i>3 1/2 3 28</i>		Spacing	<i>EVERY FRAME.</i>	
" " Through Plate on Intercoastal Plate	<i>✓</i>		<i>R. P.</i> Second Deck, amidships, Angle, <i>E or F</i>	<i>4 1/2 3 34 4x2 1/2 x 34 ANG.</i>	
" " Foundation Plate on Floor	<i>✓</i>		Spacing	<i>EVERY FRAME.</i>	
" " Flat Plate Keel Angles	<i>4 1/2 4 1/2 36</i>		Third Deck, amidships, Angle, <i>E or F</i>		
Side Keelsons, No. each side	<i>TWO</i>		Spacing		
" " thickness of Intercoastal Plate	<i>26</i>		Fourth Deck, amidships, Angle, <i>E or F</i>		
" " Angle	<i>5 3 40</i>		Spacing		
DOUBLE BOTTOM. IN CARGO OIL TANKS.			Poop Deck, Angle, <i>E or F</i>		
Solid Floors, thickness and spacing	<i>16 1/2 34</i>		Spacing		
" " <i>Are Frame and Reversed Frame</i> <i>16 1/2 34</i>	<i>4 3 34</i>		Bridge Deck, Angle, <i>E or F</i>		
" " <i>FRAME ON HAT OF BOTTOM</i> Bracket Floors, breadth and thickness at middle line	<i>4 1/2 4 1/2 36 4 1/2 x 4 1/2 x 34</i>		Spacing		
" " breadth and thickness at margin plate	<i>21 34</i>		Forecastle Deck, Angle, <i>E or F</i>	<i>4 3 34 4x2 1/2 x 34</i>	
	<i>21 34</i>		Spacing	<i>EVERY FRAME.</i>	

PILLARS AND DECKS.			
	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	
PILLARS, No. of Rows.....	ONE		
" in ^{PLATE} Upper Deck Size and Spacing.....	24" x 18"		
"			
" in Hold	24" x 18"		
Centre Line Bulkhead. IN OIL TANKS, (CONFORMS TO U.S. NAVY.)			
Stiffeners and Spacing.....	12" 3' 16" 4' 2 1/2" 16" EVERY FRAME.		
Plating, thickness of	30/28		
STRINGERS AND DECKS.			
Uppermost Continuous Deck.			
Stringer Plate, breadth and thickness in Well	58	375	
" in way of Bridge			
" Angle in Well	5 5' 16" 12" x 12" x 32		
Thickness of Plating abreast Deck openings in way of Wells		375	
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 Well	57	375	28
Stringer Plate, breadth and thickness in way of Bridge			
Thickness of Plating abreast Deck openings in way of Wells			
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		375	
PLATING		375	
Plating, Sheathing, material and thickness			

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? <i>NO.</i>		BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth. Inches.	Thickness. Inches.	Thickness. Inches.	Thickness. Inches.			Diam.	Spacing cr. to cr. Inches.		Diam. Inches.	Spacing cr. to cr. Inches.	
FLAT PLATE KEEL	<i>36</i>	<i>50</i>	<i>50</i>	<i>50</i>		<i>DOUBLE.</i>	<i>3/4</i>	<i>2 5/8</i>	<i>3</i>	<i>3/4</i>	<i>2 5/8</i>	<i>LAPPED.</i>
" <i>DECK (if any)</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>		<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
BOTTOM PLATING, No. <i>10</i> of Strakes <i>2</i>		<i>37 1/2</i>	<i>37 1/2</i>	<i>37 1/2</i>		<i>DOUBLE.</i>	<i>3/4</i>	<i>2 5/8</i>	<i>2</i>	<i>3/4</i>	<i>2 5/8</i>	<i>LAPPED.</i>
BILGE PLATING, No. of Strakes <i>1</i>		<i>37 1/2</i>	<i>37 1/2</i>	<i>37 1/2</i>		"	"	"	"	"	"	"
SIDE PLATING, No. of Strakes <i>1</i>		<i>37 1/2</i>	<i>37 1/2</i>	<i>37 1/2</i>		"	"	"	"	"	"	"
UPPER DECK, Sheer- strake in Well.....	<i>50</i>	<i>50</i>	<i>37 1/2</i>	<i>✓</i>		"	"	"	<i>see letter</i>	"	"	"
UPPER DECK, Sheer- strake in Bridge...		<i>37 1/2</i>	<i>✓</i>	<i>37 1/2</i>		<i>SINGLE</i>	"	<i>3</i>	"	"	"	"
STRAKE BELOW SHEER- strake in Wells...												
STRAKE BELOW SHEER- strake in Bridge...												
POOR SIDE PLATING												
<i>P.P.D.</i> POOR SIDE PLATING...		<i>50</i>	<i>✓</i>	<i>37 1/2</i>		<i>SINGLE</i>	<i>3/4</i>	<i>3</i>	<i>see letter</i>	<i>3/4</i>	<i>2 5/8</i>	<i>LAPPED.</i>
FORE'C'TLE SIDE PLATING		<i>✓</i>	<i>25</i>	<i>✓</i>		<i>SINGLE</i>	<i>3/4</i>	<i>3</i>	<i>1</i>	<i>3/4</i>	<i>2 5/8</i>	<i>LAPPED.</i>

Total No. of W.T. BULKHEADS in Vessel—	SEVEN.
Extending to Upper Deck (Sec. 3 c)	SEVEN.
„ Deck next below	✓
As per Rule	THREE

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	FLAT PLATE KEEL.			
STEM	ROLLED STEEL ANG. 6" x 12"	SCOTCH 14 S. C.		52 x 1
STERN FRAME { Propeller Post	FORGING 5 1/2" x 2 1/2"		T. S. FORSTER	
{ Rudder "	" 5" x 2 1/2"		W. JONES, L.P.	
RUDDER—A x D	37.9			
Speed of Vessel	7 3/4 KNOTS.			
RUDDER mainpiece at head ...	FORGING 3 1/2" DIA.			
" " heel ...	" 2 1/2 "		T. S. FORSTER.	
" how constructed	FORGED & BUILT.			
" double or single plate	SINGLE 7A			
" coupling, vertical or horizontal	NO COUPLING.			

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *OPEN HEARTH PROCESS.*
LANARKSHIRE STEEL CO., CONSETT IRON CO., GARGO FLEET IRON CO., D. COLVILLE & SONS,
SCOTTISH IRON & STEEL CO.
 Has the Steel been tested as required by the Rules? *YES.*

~~1 SEP 1940~~

HAWSERS AND WARPS.

Steering Gear, ~~Steam~~ HAND, ON BRIDGE, BY M. O'NEIL. Steering Gear, Hand MTT, BY TILLER & TACKLE.

Boats 1 Life 16'0", 1 Dinghy 16'0" Steering Chains, Size and Test 1 1/8" DIA. TEST 5-12 R.O. Windlass 15 HAND
BY CLARENCE CHAPMAN & CO.

~~Beiling in Holds, thickness and material~~ ✓ ~~Cargo Battsens, thickness, material and spacing~~ ✓

Cargo Hatchway, (Upper Deck) FORMED OF STEEL PLATES & ANGLES Thickness of Hatches 2 1/2" U.S. SOLID.

Size of No. 1 Hatchway (Forward) 4' x 8' No. 3 No. 2 No. 4 No. 5 No. 6

~~Number of Shifting Beams under Fore and Afters~~ HATCHES TO CARGO OIL TANKS AS PER APPROVED PLAN.

Geo. Brown & Co

GENERAL DECLARATION This vessel has been built in accordance with the approved plans, instructions, & printed Rules of this Society. The materials & workmanship are of good quality. The freeboard has been verified & the marks cut in on the vessel's sides. The cargo oil tanks, cofferdam, peak tanks & weather decks have been tested as required by the Rules & found satisfactory. The oil fuel bunker has been tested & Sec. 35 of the Rules complied with.

The amount of Entry Fee £ 2 : 0 : 0 Fees applied for, 26th Aug 1926
Special Survey Fee.... £ 31 : 1 : 0 Received by me, 31.12.26
FREIGHT. 2 : 0 : 0
Travelling Expenses, if any £ : : 19

I am of opinion the Vessel should be Classed + 100 A1.
"CARRYING PETROLEUM IN BULK"

State whether the Vessel has been built under Special Survey. YES
Signature H. L. Swinton
Surveyor to Lloyd's Register of Shipping.

Heil & Moly Glasgow for
Certificate to be sent to GREENOCK. Date of issue 31/12

Committee's Minute **GLASGOW 31 AUG 1926** **FRI. 10 DEC 1928**
 Character assigned **+ 100 A1**
 Carrying Petroleum in bulk
 P. 26.
 Lloyd's A.C.P.
 + L.M.C. P. 26 subject re.
 Wm
 —
 My

As now
 Without spl. Com.
 (Mch)
 note C.L.
 — Oil Engines

2020
 Lloyd's R
 Foundat

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 Plans should be embodied.)

List of Plans:

Midship Section
Profile & Deck plans.
Sternframe & Rudder.
Engine seating
Bottom strengthening forward.
Securing ports & hoppers.
Pumping arrangement.
Lifting Report.

Midship Section as Built.
Profile & Dk. plans " "

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

1st Bower **WEIGHT OF HEAD** 3-1-0, SURV. INLS. D.D.W., N^o OF CERT. 350, DATE OF TEST 11-5-25
2nd " " 3-1-6, " D.D.W., " 349, " 11-5-25
3rd " " " " " " " " " "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. 32.5 ft., Bridge ☒ ft., Forecastle 14 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ☒

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 1 Dk. (Std.)

Official No. 149707; Signal Letters

particulars of composition CLEAR OF OIL TANKS.

Is bottom of Vessel coated with cement ☒ YES if not give

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		8
Double bottom, if under Engines only,			Deep tank, aft,		18
Double bottom, if under Boilers only,			Deep tank, forward,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Double bottom, forward,			Other tanks, if fitted,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Total capacity of double bottom			(If necessary, furnish further information by sketch.)		

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

Order for Special Survey No. 2178

Date 10-3-26

Dates of Surveys held while building

(1926) Feb. 10-12-17-19-23-25. Mar. 3-5-9-10-11-15-17-19-22-24-26-30. Apr. 1-5-7-8-9-14-16-21-23-27-29. May 3-6-10-12-14-17-18-19-20-21-24-26-31. June 2-4-14-23. July 10-20-22-26-30. August 3-5-10-16-18-19-23-25.

Total No. of Visits

59

Has the Steel been tested as required