

State if Report is sent on the Machinery of the Vessel.....YES

No. 51756

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) STEEL SINGLE SCREW MOTORSHIP "IMPERIAL TRANSPORT" (MACHINERY AFT).

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLING. State Type of Erections P. B. & F.

TONNAGE under Tonnage Deck... 7434.13 CLASS + 100 A.I. State if with freeboard } No Built at GLASGOW.
- CARRYING PETROLEUM IN BULK as condition of Class } FEET.

| | | | | |
|--|---|-------|----------|------------------------|
| Do. of space or spaces 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) | 458.5 | Builders | BLYNESWOOD S.B.CO LTD. |
|--|---|-------|----------|------------------------|

| | | | | | | |
|-------|---------|--|---|-------|--------|-------------------------|
| Total | 7434.13 | Depth, at middle of length from top of keel to top of beam at side of uppermost continuous | D | 34.42 | Owners | EMPIRE TRANSPORT CO LTD |
|-------|---------|--|---|-------|--------|-------------------------|

Gross Tonnage 8022.45

gister Tonnage 4829.9 1st Longitudinal Number (L x D)..... = 15780 Managers HOULDER, Bros. & Co. LTD.
(Where necessary to be entered in Reg. Book.)

| | | |
|---------------------------------|--|--------------------------|
| REGISTERED DIMENSIONS. FEET. | Framing Depth "d," at middle of length. See } 22.4 | Residence ✓ |
| | Sec. 3 (1d) } | |
| | Proportions—Depth to Length—Uppermost con-) 13.32 | Port of Registry LONDON. |

| | | | | |
|---------|-------|--------------------------------|-------|--|
| Length | 459.7 | timous deck to top of keel | | If surveyed while building, afloat, ^{AND} or in dry dock |
| Breadth | 60.0 | Do. Long Bridge to top of keel | | |
| Draught | 34.55 | Draught Moulded | 26.42 | |
| | | | | YES. |

| | 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 | (SEE SEPARATE SHEET) | | | Bracket Floors, Frame | | | |
| " " from $\frac{3}{8}$ length to Collision bulkhead..... | 27 AND AS PER PLAN | | | " " Reversed Frame | | | |
| " " in peaks..... | 24 | | | " " Vertical Struts | | | |
| E FRAMING. AFT SPACED 30" | | | | Centre Girder, depth and thickness, amidships | 54½ | .51 | |
| Frame Amidships, Angle, E or C | 11 | 3½ .44 | TO MAIN DECK MAIN TO UPPER AND POOP OR ALT. | " " top Angles | 3½ | 3½ .52 | |
| " " Extends up to | 8 | 3½ .39 | INTERMEDIATE FRAMES IN POOP | " " bottom Angles | 5 | 5 .56 | |
| Reversed Frame Amidships, Angle ANGLE | 6 | 3½ .35 | DEEP TANK FOR | Side Girders, No. each side and thickness | 20 | .75 10 .42 | |
| " " Extends up to B.A. | 11 | 3½ .44 | | Margin Plate depth (excl. of flange) and thickness | 60 | .54 | |
| Depth of Framing Girder | | | | " " Vertical Angle to Tank side Bracket abaft ½ len. from stem | SINGLE 6 | .50 | |
| Frames in Uppermost Continuous 'tween Decks, Angle, C or [..... | | | | " " Vertical Angle to Tank side Bracket forward ½ len. from stem | | | |
| " " Second 'tween Decks, Angle, C or [..... | | | | " " Gussets, spacing and scantling abaft ½ len. from stem | NONE | | |
| " " Third " " " " " " " " | 9 | 3½ .39 | AFT. Ø ½ x ¾ x .39 | " " Gussets, spacing and scantling forward ½ len. from stem | | | |
| Framing in Peaks, Angle or C | R.P. | Ø ½ 3½ .39 | | Tank Side Brackets, height above base line at toe of frame and thickness | 120 | .48 | |
| Diameter and Spacing of Rivets through Frame and Shell Plating amidships | 7/8-5/16 MACHY SPACE | | | INNER BOTTOM PLATING. | | | |
| State if Frame Joggled | Yes. | | | Breadth and thickness of Middle Line Strike | 93 | .52 | |
| STRENGTHENING ARRANGEMENTS (Sec. 7), state system and particulars | LONGITUDINAL SYSTEM | | | Thickness of remainder in Holds | 1.00 UNDER MAIN ENGINES | | |
| STRENGTHENING OF BOTTOM FORWARD. State Particulars | AS PER PLAN. | | | 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. | | |
| DOUBLE BOTTOM. FORWARD. | | | | BEAMS. | | | |
| Keelsons, Depth and thickness at mid-line in Holds | 38 | .42 | | Uppermost Continuous Deck, amidships | LONGITUDINAL FRAMING. | | |
| Height of Brackets at side above base line at toe of frame | 76 | | | " " in Wells, Angle, E or C | 8 | 3 .40-.38 | |
| Middle Line Keelson, on Floors, Angles, C or [..... | CENTRE | | | " " in way of Bridge, Angle, E or C | | | |
| " " Through Plate or Intercostal Plate ... | LINE | | | Spacing | EVERY FRAME | | |
| " " Foundation Plate on Floors | BULKHEAD. | | | Second Deck, amidships, Angle, E or C | 8 | 3 .40-.35 | |
| " " Flat Plate Keel Angles | 4 | 4 .53 | | Spacing | 10 | 3½ .46 | |
| Side Keelsons, No. each side | 2 | | | Third Deck, amidships, Angle, C or [..... | | | |
| " " thickness of Intercostal Plate... | .40 | | | Spacing | | | |
| " " Angles SINGLE B.A. | 8 | 3 .46 | | Fourth Deck, amidships, Angle, C or [..... | | | |
| DOUBLE BOTTOM. IN MACHINERY SPACE | | | | Spacing | | | |
| Solid Floors, thickness and spacing | .42 EVERY FRAME | | | Poop Deck, Angle, E or C | 8 | 3 .35 | |
| " " Are Frame and Reversed Frame joggled? | YES. | | | Spacing | EVERY FRAME | | |
| Bracket Floors, breadth and thickness at middle line | | | | Bridge Deck, Angle, E or C | 7 | 3 .36 | |
| " " breadth and thickness at margin plate | | | | Spacing | 30 | .46 | |
| | | | | Forecastle Deck, Angle, E or C | 11 | 3½ .46 | |
| | | | | Spacing | 10 | 3½ .40 | |

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..... | | | | Stringer Plate, breadth and thickness in way of Bridge | 58½ | .44 | |
| " " in 'tween Decks, Size and Spacing..... | | | | Thickness of Plating abreast Deck openings) in way of Wells | .43 | | |
| " " " " " " " " | | | | Thickness of Plating abreast Deck openings) in way of Bridge | .43 | | |
| " " in Holds " " " " | | | | Thickness of Plating within line of openings.... | | | |
| " " " " " " " " | | | | If Sheathed, material and thickness | | | |
| Centre Line Bulkhead. | | | | Third Deck. | | | |
| Stiffeners and Spacing..... | AS | PER PLAN | | Stringer Plate, breadth and thickness..... | | | |
| Plating, thickness of | .54 | .43 | | If Plated, state thickness..... | | | |
| STRINGERS AND DECKS. | | | | Fourth Deck. | | | |
| Uppermost Continuous Deck. | | | | Stringer Plate, breadth and thickness..... | | | |
| Stringer Plate, breadth and thickness in Wells | 83 | .6Y | | If Plated, state thickness | | | |
| " " " " " in way of Bridge | 83 | .6Y | (See plan) | Poop Deck. | | | |
| " Angle in Wells | Y | Y .69 | | Stringer Plate, breadth and thickness | 77½ | .37 | |
| Thickness of Plating abreast Deck openings) in way of Wells | .59 | | | Plating, Sheathing, material and thickness ... | .26 | 3 o.p. | |
| Thickness of Plating abreast Deck openings) in way of Bridge | .59 | | | Bridge Deck. | | | |
| Thickness of Plating within line of openings... | .59 | | | Stringer Plate, breadth and thickness..... | 64½ | .40 | |
| If Sheathed, material and thickness | | | | Plating, Sheathing, material and thickness ... | .29 | 3 o.p. | |
| Second Deck. | | | | Forecastle Deck. | | | |
| Stringer Plate, breadth and thickness in Wells... | 58½ | .44 | | Stringer Plate, breadth and thickness..... | .40 | | |
| | | | | Plating, Sheathing, material and thickness ... | .40 | | |

SHELL PLATING.

| SCANTLINGS. | | | | | RIVETING. | | | | | | | |
|---|-----------------------|--------------------------|------------|------------|--|--------------------------------------|---------|-----------------------|---------------------------|---------|-----------------------|------------------------|
| STRAKES. | AS IN VESSEL. | | | | ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED. | EDGES. State if jogged? No | | | BUTTS. | | | |
| | AMIDSHIPS. | | FORWARD. | AFT. | | SINGLE OR DOUBLE. | RIVETS. | | No. OF ROWS OF RIVETS. | RIVETS. | | STRAPPED OR LAPPED. |
| | Breadth. | Thickness. | Thickness. | Thickness. | | | Diam. | Spacing cr. to cr. | | Diam. | Spacing cr. to cr. | |
| | Inches. | Inches. | Inches. | Inches. | | Inches. | Inches. | | Inches. | Inches. | | |
| FLAT PLATE KEEL | 53½ | .99 | .79 | .79 | | DOUBLE | 1 | 4 | 5 | 1½ | 4½ | LAPPED. |
| „ DBLG. (if any) | | | | | | | | | | | | |
| BOTTOM PLATING, No. of Strakes 4.... | 82½ 72 71 79 | .65 | .69 | .50 | | DOUBLE | 7/8 | 3½ | 4 | 7/8 | 3½ | LAPPED |
| BILGE PLATING, No. of Strakes | 78 | .68 | .50 | .50 | | DOUBLE | 7/8 | 3½ | 4 | 7/8 | 3½ | LAPPED |
| SIDE PLATING, No. of Strakes 4.... | 83 84 74 74 | .66 .63 .63 .69 | .47 | .47 | | DOUBLE | 7/8 | 3/8 | 4 | 7/8 | 3½ | LAPPED |
| UPPER DECK, Sheer- strake in Wells..... | 51 | .98 | .47 | .47 | | | | | 5 | 1½ | 5 | LAPPED |
| UPPER DECK, Sheer- strake in Bridge ... | 51 | .98 | .47 | .47 | | | | | 5 | 1½ | 5 | LAPPED |
| STRAKE BELOW Sheer- strake in Wells..... | 51 | .84 | .47 | .47 | | DOUBLE | 1 | 4 | 4 | 1 | 4 | LAPPED |
| STRAKE BELOW Sheer- strake in Bridge ... | 51 | .84 | .47 | .47 | | DOUBLE | 1 | 4 | 4 | 1 | 4 | LAPPED |
| POOP SIDE PLATING | | | | .40 | | SINGLE | 7/8 | 3½ | 2 | ¾ | 2⅝ | LAPPED |
| BRIDGE SIDE PLATING ... | | .43 | | | | SINGLE | 7/8 | 3½ | 2 | ¾ | 2⅝ | LAPPED |
| FOREC'TLE SIDE PLATING | | | .43 | | | SINGLE | ¾ | 3 | 1 | ¾ | 2⅝ | LAPPED. |

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

| | | | |
|--|--|------------------------------------|--|
| Total No. of W.T. BULKHEADS in Vessel— | | 16 | |
| Extending to Upper Deck (Sec. 3 c) | | 10 | |
| ,, Deck next below | | 6 | |
| As per Rule | | 6 TO UPPER DECK. 1 TO SECOND DECK. | |

| | Plating Thickness. | STIFFENERS. | | | |
|--------------------------------------|--------------------|-----------------------|----------|-----------------|----------|
| | | VERTICAL. | | HORIZONTAL. | |
| | | Scantlings. | Spacing. | Scantlings. | Spacing. |
| MIDSHIP BULKH'D, Upper between decks | 3/4 | 6 x 3 x 33-1/2 | 24-30 | NONE | |
| " " Second " | | | | | |
| " " Third " | | | | | |
| " " Holds | | AS PER APPROVED PLANS | | | |
| COLLISION (in Hold) | 5/4-1/33 | 9 x 3 x 46 BA | 24 | 1 SEMI-BOX BEAM | |
| AFTER PEAK " " | 4/6-1/30 | 7 x 3 x 40 BA | 24 | 1 SEMI-BOX BEAM | |

| | | | | |
|---|----------------------|-----------------------|----------------------|--|
| | Casting or Forging. | Scantlings. | Maker's Name. | Any departure from approved plans to be noted. |
| KEEL, Bar | | | | |
| STEM | ROLLED | 10 3/4 x 2 1/4 | LINNAHSHIRE STEEL CO | |
| STERN FRAME { | Propeller Post | FORGING | 10 7/8 x 8 3/8 | WALTONS ENG. CO |
| | Rudder " | " | 9 1/2 x 8 3/8 | " |
| RUDDER—A x D | | 647 | | |
| Speed of Vessel | | 12 KNOTS | | |
| RUDDER mainpiece at head ... | FORGING | 12 3/4 | SKODA WORKS | |
| " " heel ... | | 9 3/8 | | |
| " " how constructed | | ARMS FORGED & SHEUNK. | | |
| " double or single plate coupling, vertical or horizontal | | SINGLE | | |
| | | HORIZONTAL | | |

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) **STEEL COMPANY OF SCOTLAND**

D. COLVILLE & SONS, JAMES DONLOP & CO., LANARKSHIRE STEEL CO., CONSETT IRON CO., SKINNINGROVE IRON WORKS.

OPEN HEARTH PROCESS

Has the Steel been tested as required by the Rules? yes.

| EQUIPMENT No 44563 | | | | | | | | | | LETTER cf | | ANCHORS. | | | |
|------------------------|--------------------|--------------------|------|------|------------------|------|------|------------------------|-------|-----------|------------------------------|------------------------|----------------------|---|-----------------------|
| 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. | | | |
| 33443 | 1st Bower ... | YY | 1 | 7 | ✓ | | | 57 | 8 | 3 | 0 | YY | BYERS IMP. STOCKLESS | ✓ | SUND. 17-10-30 J.H.B. |
| 33510 | 2nd „ ... | YY | 1 | 0 | ✓ | | | 57 | 8 | 3 | 0 | YY | D ² | ✓ | SUND. 29-10-30 J.H.B. |
| 33512 | 3rd „ ... | 65 | 3 | 14 | ✓ | | | 51 | 10 | 0 | 0 | 65½ | D ² | ✓ | SUND. 29-10-30 J.H.B. |
| | Collective weight. | 220 | 1 | 21 | | | | | | | | 219½ | | | |
| 45858 | Stream | 21 | 3 | 23 | 5 | 2 | 22 | 22 | 7 | 2 | 0 | 22 | IRON STOCK | ✓ | C.H. 23-10-30 L.C.P. |

| 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. | Stam- tory. | Break- ing. | Supplied. | Per Rule. | Length. | Diam. | Length. | | | | | Cir. | Length. | | Cir. | |
| | Fathoms. | Ins. | Tons. | Tons. | Cwts. qrs. lbs. | Cwts. | Fathoms. | Ins. | Fathoms. | | | | | Ins. | Fathoms. | | Ins. | |
| | | | | | | | | | | | | | TOWLINE | 130 | 5 3/4 | 91.5 | 130 | 5 3/4 |
| 45209 | 300 | 2 3/4 | 106 3/4 | 149 3/8 | 890-1-14 | 890 1/4 | 300 | 2 3/4 | STEEL LINK | | C.H. 23-10-30 L.C.P. | | HAWSERS & WARPS | 100 | 2 3/4 | 15.2 | 100 | 2 3/4 |
| | | | | | | | | | | | | | " | 100 | 2 3/4 | 15.2 | 100 | 2 3/4 |
| | | Cir. | | | | | | | | | | | " | 100 | 2 3/4 | 15.2 | 100 | 2 3/4 |
| Down Stream Chain Steel Wire | 120 | 5 | | 70.9 | | | | 120 | 5 | | | | | 100 | 2 3/4 | 15.2 | 100 | 2 3/4 |
| | | | | | | | | | | | | | | 100 | 2 3/4 | 15.2 | 100 | 2 3/4 |

| | | | |
|---|-------------------------|--|---|
| Steering Gear, Steam | 10" x 10" HASTIE & CO | Steering Gear, Hand | NONE. Blocks & TACKLE TO AFTER WINCH. |
| Boats | 2 c 27'0" x 8'2" x 3'5" | Steering Chains, Size and Test | NONE |
| Ceiling in Holds, thickness and material | NONE | Cargo Battens, thickness, material and spacing | IN FORWARD HOLD 6" x 2" W.P. SPACED 9' APART. |
| Cargo Hatchways. (Upper Deck) | STEEL COAMING. | Thickness of Hatches | STEEL COVER |
| Size of No. 1 Hatchway (Forward) | 13'6" x 12'0" No. 4 | No. 8 | No. 4 |
| Number of Shifting Beams and/or Fore and Afters | NONE. | No. 6 | No. 6 |
| BLYTHWOOD SHIPBUILDING CO., LTD. | | | |
| Builder's Signature | | John W. Stewart | |
| | | SECRETARY | |

| | | | | | |
|---|--|------|--|---|--|
| GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel | | YES. | (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. |
| THIS VESSEL HAS BEEN BUILT IN ACCORDANCE WITH THE APPROVED PLANS, THE SECRETARY'S LETTERS OF VARIOUS DATES AND IN ACCORDANCE WITH THE RULES FOR THE CLASS CONTEMPLATED. | | | | | |
| THE MATERIALS AND WORKMANSHIP ARE GOOD. | | | | | |
| THE BULKHEADS, DECKS, DOUBLE BOTTOM TANKS, PEAK TANKS, OIL CARGO TANKS, OIL FUEL BUNKERS AND COFFERDAMS HAVE BEEN TESTED AS REQUIRED BY THE RULES AND FOUND SATISFACTORY. | | | | | |
| THE STEERING GEAR AND WINDLASS HAVE BEEN TESTED UNDER WORKING CONDITIONS AND FOUND SATISFACTORY. | | | | | |
| OIL FUEL (F.P. ABOVE 150°F.) IS CARRIED IN THE DOUBLE BOTTOM IN THE MACHINERY SPACE, OIL FUEL BUNKERS FORWARD OF THE MACHINERY SPACE AND IN THE SEMI-DEEP TANK FORWARD. | | | | | |
| THE FREEBOARD HAS BEEN VERIFIED AND CUT IN ON THE VESSEL'S SIDES. | | | | | |

| | | | |
|--|----------------|---|------------|
| The amount of Entry Fee | £ 11 : 0 : 0 | Fees applied for, | |
| DAMAGE | £ 26 : 5 : 0 | 28.8. 1931 | |
| Special Survey Fee | £ 600 : 16 : 6 | * 7.9. 1931. | |
| FREEBOARD | £ 14 : 0 : 0 | Received by me, | |
| Travelling Expenses, if any | £ : : : | 1.10.31 | |
| I am of opinion the Vessel should be Classed + 100 A.I. | | | |
| "CARRYING PETROLEUM IN BULK" | | | |
| "LONGITUDINAL FRAMING". | | | |
| State whether the Vessel has been built under Special Survey | YES. | Signature | H. Thomsen |
| Certificate to be sent to | See file | Surveyor to Lloyd's Register of Shipping. | |
| Date of issue | 2/10/31. | | |

| | |
|--------------------|----------------------------|
| Committee's Minute | GLASGOW 15 SEP 1931 |
| Character assigned | ÷ 100A. |
| | 9.31. |
| | Carrying Petroleum in Bulk |
| | Lloyd's Assoc. |
| | + L.M.C 9.31. |
| | Longitudinal Framing |
| | 2 DB-180th. |

The surveyors are requested not to write on or over the Committee's Minute.



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Lloyd's Register
Foundation

00983

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.)

THE FOLLOWING PLANS AND REPORTS ARE FORWARDED HERewith, VIZ: (19 PLANS AND 4 REPORTS.)

AS BUILT.

MIDSHIP SECTION.

APPROVED PLANS.

MIDSHIP SECTION.

PROFILE AND DECK PLANS.

MIDSHIP SECTION - FOR APPROVAL OF RIVETING OF SIDE SEAMS OF SHELL PLATING.

MIDSHIP BULKHEAD.

FORWARD COFFERDAM BULKHEADS.

LONGITUDINAL FRAMING CLEAR OF OIL TANKS.

FORE END FRAMING.

REVISED PLAN OF FORE END FRAMING.

FORE END OF MAIN AND UPPER DECK.

PLAN OF AFT END FRAMING AND PEAK BULKHEAD.

BUNKER BULKHEADS.

TANK TOP AND ENGINE SEATING.

RUDDER AND STERNFRAME

CARGO HATCHES.

SLOTS IN TRANSVERSES AND LONGITUDINALS FOR STEAM HEATING COILS.

FORWARD BILGE AND BALLAST ARRANGEMENT.

PLAN OF AFTER BILGE AND BALLAST ARRANGEMENT.

QUADRANT AND TILLER.

REPORTS.

STERNFRAME

RUDDER

QUADRANT

TILLER.

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

| | | | | |
|-----------|----------|--------|------|----------|
| 1st Bower | 47-2-16 | H.C.R. | 4826 | 30-9-30 |
| 2nd " | 47-0-19 | J.Q. | 489 | 21-8-30 |
| 3rd " | 34-2-18. | M.B. | 2779 | 14-10-30 |

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 94.5 ft., R.Q.D. 4., Bridge 37.0 ft., Forecastle 39.5 ft.
(in feet and tenths). When the Poop is joined to the R.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) 2 DKS (STL)

Official No. 162620 : Signal Letters : Is bottom of Vessel coated with cement No if not give particulars of composition CEMENT FITTED IN PEAKS ONLY.

PARTICULARS OF WATER BALLAST.—

| Where Fitted. | *Length. Feet. | Water Capacity. Tons. | Where Fitted. | *Length. Feet. | Water Capacity. Tons. |
|---|-------------------|--------------------------|---|-------------------|--------------------------|
| Double bottom, aft, | | | Fore peak tank, | 29.5 | 275 |
| Double bottom, under Engines and Boilers, | | | After peak tank, | 16.0 | 55.5 |
| Double bottom, if under Engines only, | 55.0 | 153.2 | Deep tank, aft, | | |
| Double bottom, if under Boilers only, | | | Deep tank, forward, | 38.2 | 476.4 |
| Double bottom, forward, | | | Other tanks, if fitted, | | |
| | | | (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. 6088

Date 13 - 3 - 30

Dates of Surveys held while building

1930 Mar 12, 31 Apr. 11, 17, 24 May 6, 8, 15, 19, 20, 21, 23, 26, 29, 30 June 2, 8, 4, 5, 6, 10, 12, 13, 14, 17, 19, 23, 24, 25
26, 27, 31 July 11, 15, 16, 30 Aug 4, 4, 7, 11, 12, 13, 14, 15, 19, 21, 22, 23, 26, 27, 28, 29 Sep 1, 3, 4, 5, 8, 9, 11, 12
15, 19, 22, 23, 24, 26, 30 Oct 1, 2, 3, 6, 7, 8, 9, 10, 13, 14, 15, 16, 17, 20, 21, 22, 23, 24, 27, 28, 29, 31 Nov 3, 4, 5, 6, 7
10, 11, 12, 13, 14, 17, 19, 19, 20, 21, 24, 25, 26, 27, 28 Dec 1, 2, 3, 4, 5, 8, 9, 10, 11, 12, 13, 15, 16, 17, 19, 22, 23, 24, 25
26, 29, 30 (1930) Jan 1, 12, 14, 16, 19, 20, 22, 27, 28 Feb 1, 2, 3, 4, 5, 9, 11, 12, 16, 23, 27 Mar 2, 12, 13, 18, 20 Apr 7
14, 28, 34 Aug 6, 27, 28, 31 Sept 1, 1, 2, 3, 4, 5, 7, 8.

Total No. of Visits 168

PARTICULARS OF LONGITUDINAL FRAMING.

| FRAMING. | | AMIDSHIPS. | | | ENDS. | | | AMIDSHIPS. | | | ENDS. | | | RIVETING. | | Rivets in Brackets to Bulkheads. | | | | |
|---|--|-------------------------------|--------|-------|---------------------------------------|--------|-------|-----------------------------|--------|-------|---|--------|-------|--------------------------------|-------------|--|-------------|-------------------|-----------|--|
| | | In Ship. | | | No 1 FORWARD In Ship. No 9 AFT. | | | Per Rule or as approved. | | | No 1 FORWARD Per Rule or as approved. No 9 AFT. | | | Rivets in Longitudinal Frames. | | Spacing of Rivets on each side of Transverses and Bulkheads. | | Number, Diameter. | | |
| | | | | | | | | | | | | | | Diam. | Speng. | Inches. | | Number. | Diameter. | |
| | | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | | |
| Framing of L, L or C | | SEE BELOW. | | | | | | | | | | | | | | | | | | |
| Frames in Bridge 'tween Decks ... | | TRANSVERSE FRAMING. | | | | | | | | | | | | | | | | | | |
| Frames from Uppermost Continuous Deck No. 1 | | 8 | 3½ | 43 BA | F 8 | 3½ | 43 BA | 8 | 3½ | 43 BA | F 8 | 3½ | 43 BA | 7/8 | 5/4 | 5 1/4 MEAN | 8 | 7/8 | | |
| " 2 | | 8 | 3½ | 43 BA | A 8 | 3½ | 43 BA | 8 | 3½ | 43 BA | A 8 | 3½ | 43 BA | " | " | " | 8 | " | | |
| " 3 | | 8 | 3½ | 52 BA | F 8 | 3½ | 36 BA | 8 | 3½ | 52 BA | A 8 | 3½ | 34 BA | " | " | " | 8 | " | | |
| " 4 | | 9 | 3½ | 37 BA | F 9 | 3½ | 37 BA | 9 | 3½ | 37 BA | A 9 | 3½ | 40 BA | " | " | " | 9 | " | | |
| " 5 | | 9 | 3½ | 47 BA | F 9 | 3½ | 47 BA | 9 | 3½ | 47 BA | A 9 | 3½ | 50 BA | " | " | 11 RIVETS c 4" | 9 | " | | |
| " 6 | | 9 | 3½ | 51 BA | F 9 | 3½ | 51 BA | 9 | 3½ | 51 BA | A 9 | 3½ | 54 BA | " | " | IN 10'-6" SPAN | 9 | " | | |
| " 7 | | 10 | 3½ | 39 BA | F 10 | 3½ | 39 BA | 10 | 3½ | 39 BA | A 10 | 3½ | 42 BA | " | " | 9 RIVETS c 4" | 10 | " | | |
| " 8 | | 10 | 3½ | 43 BA | F 10 | 3½ | 43 BA | 10 | 3½ | 43 BA | A 10 | 3½ | 46 BA | " | " | IN 8'-5 1/2" SPAN. | 10 | " | | |
| " 9 | | 10 | 3½ | 48 BA | F 10 | 3½ | 48 BA | 10 | 3½ | 48 BA | A 10 | 3½ | 51 BA | " | " | | 10 | " | | |
| " 10 | | 11 | 3½ | 42 BA | F 11 | 3½ | 42 BA | 11 | 3½ | 42 BA | A 11 | 3½ | 45 BA | " | " | | 11 | " | | |
| " 11 | | 12 | 3½ | 54 BA | F 12 | 3½ | 46 BA | 12 | 3½ | 54 BA | A 12 | 3½ | 46 BA | " | " | 11 RIVETS c 3/8 | 12 | " | | |
| " 12 | | 15 x 4 x 4 x | 4 1/16 | | 15 x 4 x 4 x | 4 1/16 | | 15 x 4 x 4 x | 4 1/16 | | 15 x 4 x 4 x | 4 1/16 | | " | " | IN 10'-6" SPAN | 14 | " | | |
| " 13 | | 15 x 4 x 4 x | 4 1/16 | | 15 x 4 x 4 x | 4 1/16 | | 15 x 4 x 4 x | 4 1/16 | | 15 x 4 x 4 x | 4 1/16 | | " | " | 9 RIVETS c 3/8 | 17 | " | | |
| " 14 | | 15 x 4 x 4 x | 4 1/16 | | 15 x 4 x 4 x | 4 1/16 | | 15 x 4 x 4 x | 4 1/16 | | 15 x 4 x 4 x | 4 1/16 | | " | " | IN 8'-5 1/2" SPAN. | 17 | " | | |
| " 15 | | 15 x 4 x 4 x | 4 1/16 | | 15 x 4 x 4 x | 4 1/16 | | 15 x 4 x 4 x | 4 1/16 | | 15 x 4 x 4 x | 4 1/16 | | " | " | | 17 | " | | |
| 16 TO 22, 26 | | 15 x 4 x 4 x | 4 1/16 | | 15 x 4 x 4 x | 4 1/16 | | 15 x 4 x 4 x | 4 1/16 | | 15 x 4 x 4 x | 4 1/16 | | " | " | | 17 | " | | |
| Spacing of Longitudinal Frames | | 30" AND AS PER APPROVED PLANS | | | 30" AND AS PER APPROVED PLANS | | | | | | | | | | | | | | | |
| Double Bottoms L, L or C | | Tank Top Longitudinals | | | | | | | | | | | | | | | | | | |
| | | Bottom | | | | | | | | | | | | | | | | | | |
| Spacing of Longitudinals | | Amidships | | | | | | | | | | | | | | | | | | |
| | | At Ends | | | | | | | | | | | | | | | | | | |
| Transverses. | | | | | | | | | | | | | | | | | | | | |
| In Bridge | | Depth and Thickness | | | | | | | | | | | | | | | | | | |
| In Bridge | | Face Angles | | | | | | | | | | | | | | | | | | |
| In Bridge | | Lugs to Shell* | | | | | | | | | | | | | | | | | | |
| In Bridge | | 18 1/2 | 40 | | 18 1/2 | 40 | | 18 1/2 | 40 | | 18 1/2 | 40 | | | | | | | | |
| In Bridge | | 3 1/2 | 3 1/2 | 41 | 3 1/2 | 3 1/2 | 41 | 3 1/2 | 3 1/2 | 41 | 3 1/2 | 3 1/2 | 41 | 7/8 | 4 | | | | | |
| In Bridge | | 3 1/2 | 3 1/2 | 40 | 3 1/2 | 3 1/2 | 40 | 3 1/2 | 3 1/2 | 40 | 3 1/2 | 3 1/2 | 40 | | | | | | | |
| In Bridge | | 35 3/4 | 47 | | F 35 3/4 | 47 | | 35 3/4 | 47 | | F 35 3/4 | 47 | | | | | | | | |
| In Bridge | | Y | 3 1/2 | 58 | Y | 3 1/2 | 58 | Y | 3 1/2 | 58 | Y | 3 1/2 | 58 | | | | | | | |
| In Bridge | | 6 | 6 | 47 | 6 | 6 | 47 | 6 | 6 | 47 | 6 | 6 | 47 | 7/8 | 4 | | | | | |
| In Hold. | | Back Bars | | | | | | | | | | | | | | | | | | |
| | | 2 c 40 | | | 2 c 40 | | | 2 c 40 | | | 2 c 40 | | | | | | | | | |
| Spacing of Transverse Frames | | 10'-6" - 8'-5 1/2" - 10'-6" | | | | | | 10'-6" - 8'-5 1/2" - 10'-6" | | | | | | | | | | | | |
| * State if joggled or liners. | | | | | | | | | | | | | | | | | | | | |
| Longitudinal Beams of * L or X | | Bridge Deck | | | Upper | | | Second | | | Third | | | Transverse Beams. | | In Ships. | | As approved. | | |
| | | Y | 3 1/2 | 41 | Y | 3 1/2 | 41 | Y | 3 1/2 | 41 | Y | 3 1/2 | 41 | 30 3/4 | Plate. | Angles. | Plate. | Angles. | | |
| | | Y | 3 1/2 | 35 | Y | 3 1/2 | 35 | Y | 3 1/2 | 35 | Y | 3 1/2 | 35 | 30 | 12 x 40 | 4 1/2 x 3 1/2 x 39 | 12 x 40 | 4 1/2 x 3 1/2 | | |
| | | Y | 3 1/2 | 40 | Y | 3 1/2 | 40 | Y | 3 1/2 | 40 | Y | 3 1/2 | 40 | 33 | 17 1/4 x 40 | FL. 5" | 17 1/4 x 40 | FL. 5" | | |
| | | Y | 3 | 42 | Y | 3 | 42 | Y | 3 | 42 | Y | 3 | 42 | 27 | | | | | | |
| | | Y | 3 | 49 | Y | 3 | 49 | Y | 3 | 49 | Y | 3 | 49 | 30 | | | | | | |
| | | Y | 3 | 46 | Y | 3 | 46 | Y | 3 | 46 | Y | 3 | 46 | 28 1/2 | 21 3/8 x 42 | 6 x 3 1/2 x 55 | 21 3/8 x 42 | 6 x 3 1/2 | | |

STEEL SINGLE SCREW MOTORSHIP "IMPERIAL TRANSPORT."

The following damages, which have been efficiently repaired, were sustained while the vessel was fitting out afloat in Glasgow harbor, viz:

Damage stated to have been caused by vessel striking quay wall in Rotheray dock when shifting berths on 20th April 1931. Damage stated to have been caused by collision with ³/₅ "ALPERA" in Rotheray dock on 29th July 1931. Damage stated to have been caused by striking dock entrance when entering Ewan dry dock on 27th August 1931 and damage stated to have been sustained while lying at Finnieston quay fitting out between 17th February 1931 and 20th April 1931.

Repairs effected due to damage caused by vessel striking quay wall in Rotheray dock.
Starboard side. Shell plates E10, F13 renewed.

Shell plates E11, F14, G13 + G15 removed, faired and replaced.

Shell plate H12 faired in place.

2 longitudinal frames in No. 6 tank renewed

2 longitudinal frames in No. 6 tank faired in place.

1 longitudinal frame in No. 5 tank faired in place.

3 longitudinal frame brackets in No. 6 tank renewed

1 longitudinal frame bracket in No. 6 tank renewed, faired and replaced

3 bracket angles renewed

2 bracket angles renewed, faired and replaced

1 bulkhead plate between No. 5 + 6 tanks partly renewed

2 bulkhead shell angles between No. 5 + 6 tanks partly renewed

Bilge keel partly renewed, faired and replaced.

Tanks No. 5, 6, 7, 8 + 9 tested as per Rule after repairs effected.

Repairs effected due to damage caused by collision with ³/₅ "Alpera"

Port side. All shell nuts in No. 9 tank on side tested and a number of defective nuts renewed.

Bulkhead connection of main pipe line between 8 + 9 tanks renewed

No. 9 tank tested after repairs effected.

Repairs effected due to damage caused by vessel striking dock entrance.

Starboard side. Shell plate F18 renewed, faired and replaced.

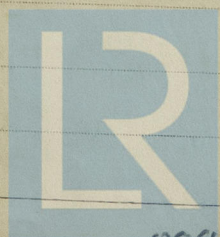
Tank No. 9 tested as per Rule after repairs effected.

Repairs effected due to damage sustained while lying at Finnieston Quay.

Port side. Shell plates E12, F15 faired in place.

Bilge keel partly renewed, faired and replaced

Tank No. 7 tested as per Rule after repairs effected.



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Foundation0098 ⁴/₄