

STEEL STEAMER OR MOTORSHIP

Received at London Office

State if Report has been sent on the Freeboard of the Vessel NOState if Report is sent on the Machinery of the Vessel YESDate of completion of report 18 6 45. Port of GLASGOW No. 69709Survey held at GLASGOW Date First Survey 4-5-44 Last Survey 31-5-1945On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) TWIN SCREW TRANSPORT FERRY 3037 MACHINERY AFTState Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) SPECIAL TYPE State Type of Erections FLUSH DECKTONNAGE under Tonnage Deck ... CLASS GOV'T SERVICE State if with freeboard as condition of Class } Built at GLASGOWDo. of space or spaces between Tonnage Dk. and Upper Dk. } Length from fore part of stem to after part of stern } 330.0 B.P. Launched 30th JANUARY, 1945 Yard No. 723Total 4255.47 Breadth (greatest moulded) 54.0 Builders FAIRFIELD S.B. & E. CO. LTD.Gross Tonnage 4157.22 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) } 27.0 Owners THE ADMIRALTY.Register Tonnage 2430.20 1st Longitudinal Number (L x D) ... = Managers (Where necessary to be entered in Reg. Book) -STERED DIMENSIONS. 2nd Numeral L x (B + D) ... = Residence -FEET Framing Depth "d," at middle of length. See Sec. 3 (1d) ... = Port of Registry -

Proportions—Depth to Length—Uppermost continuous deck to top of keel ... = If surveyed while building, afloat, or in dry dock

Do. Long Bridge to top of keel ... = WHILE BUILDING, AFLOAT & IN DRY DOCK.

FRAMES, DOUBLE BOTTOM AND BEAMS.

RPT. 1 st FOR LONG. FRAMING.	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 <u>FRAME 51-59</u>	24	LBS.	Bracket Floors, Frame	
" " from <u>BULKHEAD 11</u> length amidships to Collision bulkhead	24		" " Reversed Frame	
" " in peaks	24		" " Vertical Struts	
DE FRAMING.			Centre Girder, depth and thickness amidships	
Frame Amidships, Angle, <u>E or F</u> <u>11 TO COLL. BHD.</u>	6 3 11.12		" " top Angles	
" " Extends up to <u>51 TO A.P. BHD.</u>	6 3 11.37		" " bottom Angles	
Reversed Frame Amidships, Angle	<u>LOWER DECK.</u>		Side Girders, No. each side and thickness	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	
Depth of Framing Girder			" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	
Frames in Uppermost Continuous 'tween Decks, Angle, <u>E or F</u>	5 3 9.93	FOR ^d OF <u>FRAME 11</u>	" " Vertical Angle to Tank side Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area	
" " Second 'tween Decks, Angle, <u>E or F</u>	5 2 1/2 8.49		" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	
" " Third			" " Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area	
" " from $\frac{1}{4}$ len. for'd. to 15% len. from Stem			Tank Side Brackets, height above base line at toe of Frame and thickness	
" " in Peaks, Angle, <u>E or F</u>	6 3 11.37		INNER BOTTOM PLATING.	
Diameter and Spacing of Rivets through Frame and Shell Plating	5/8 @ 3 1/4 to 4 1/2 AFT OF 51		Breadth and thickness of Middle Line Strake	
State if Frame Joggled	<u>NO</u>		Thickness of remainder in Holds	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<u>AS APP.</u>		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and frames 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?	<u>AS APP.</u>		BEAMS.	
SINGLE BOTTOM. AFT OF BOILER ROOM			Uppermost Continuous Deck, amidships in	5 2 1/2 8.49 B.A. AFT OF 51
Floors, Depth and thickness at mid-line			" " Wells, Angle, <u>E or F</u>	7 3 13.6 B.A.
" " Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, <u>E or F</u>	4 3 6.83 O.A. FOR ^d OF 7.
Middle Line Keelson, on Floors, Angles, <u>E or F</u>	<u>AS PER</u>		Spacing	24"
" " Through Plate or Inter-costal Plate			MAIN	
" " Foundation Plate on Floors	<u>APP.</u>		Second Deck, amidships, Angle, <u>E or F</u>	5 3 8.60 O.A. FOR ^d OF 11
" " Flat Plate Keel Angles			Spacing	24"
Side Keelsons, No. each side	<u>PLANS</u>		LOWER	
" " thickness of Inter-costal Plate			Third Deck, amidships, Angle, <u>E or F</u>	6 3 11.37 FOR ^d OF 7
" " Angles			Spacing	5 2 1/2 8.49 AFT OF 51
DOUBLE BOTTOM.			Spacing	24"
Solid Floors, thickness and spacing			Fourth Deck, amidships, Angle, <u>E or F</u>	
" " Are Frame and Reversed Frame joggled?			Spacing	
Bracket Floors, breadth and thickness at middle line			Poop Deck, Angle, <u>E or F</u>	
" " breadth and thickness at margin plate			Spacing	
			Bridge Deck, Angle, <u>E or F</u>	
			Spacing	
			Forecastle Deck, Angle, <u>E or F</u>	
			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 BELOW LOWER DECK				
" in 'tween Decks, Size and Spacing				
" " " " " "				
" in Holds " " " "				
Centre Line Bulkhead. Stiffeners and Spacing				
Plating, thickness of				
STRINGERS AND DECKS.				
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness in Well	54	15-12 FOR ^D ✓		
" " " " in way of Bridge	4	70 ✓		
" Angle in Wells	3	3 6-04 ✓		
VEHICLE RAMP OPENING				
Thickness of Plating abreast Deck openings in way of Wells	15	& 12 ✓		
CARGO HATCH				
Thickness of Plating abreast Deck openings in way of Bridge		12 ✓		
Thickness of Plating within line of openings...		12 TO 10 ✓		
If Sheathed, material and thickness.....				
MAIN Second Deck.				
Stringer Plate, breadth and thickness in Well	16 1/4	10 ✓		
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.....				
LOWER Third Deck.				
Stringer Plate, breadth and thickness.....	64	10 15 TO 10 ✓		
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.

[illegible]

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— 11

Extending to Upper Deck (Sec. 3 c) } AS PER APP.^d

MAIN & LOWER DECK } PLAN OF W.T. COMPARTMENTS.

~~Deck next below~~

3 COMPLETE BULKHEADS - 1 TO UPPER DECK, 2 TO 2ND DECK.

~~As per Rule~~

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted
KEEL, Bar				
STEM				
STERN FRAME {				
Propeller Post	FABRICATED	AS APP	✓	ADMIRALTY SUPPLY
Rudder "	D ^o	✓		
Speed of Vessel	14 KNOTS.	✓		
RUDDER—Type	(TWIN)	ORDINARY	✓	
A × D.	✓			
Diam. of head	FORGING	7"		ADMIRALTY
Mainpiece at top pintle	FABRICATED			SUPPLY
heel	AS PER			
how constructed	APP. ^d PLANS	✓		
double or single plate coupling, vertical or horizontal	DOUBLE	13.6 LBS.	✓	
	VERTICAL			

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
		LBS.				
N ^o 32	BELOW LOWER DECK		← C ^o TANK		← WING TANK →	
MIDSHIP	BULKH'D, Upper 'tween decks	10-12	8×3×15-6 B.A.	20-24 1/2	8×3×15-6 B.A.	28 1/2
	BETWEEN LOWER & MAIN DECK	8	5×3×8-10 A.	28 1/2	✓	✓
	AT SIDES ONLY					
	Hold					
	Hold					
COLLISION	(in Hold)	N ^o 7 10	6×3×10-18 A.	20-24 1/2	✓	✓
			8×3×16-59 B.A.		10	AT TOP
AFTER PEAK		59 12-10	6×3×11-37 B.A.	20-24	6×3×11-37	OF SKEG

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *OPEN HEARTH*
STEEL COMPANY OF SCOTLAND, LTD., COLVILLES, LTD., LANARKSHIRE STEEL CO. LTD.
Has the Steel been tested as required by the Rules? *YES*

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.				
		In Ship.			In Ship.				Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam.	Speng.		Number.	Diameter.
Framing of L, L or E				LBS			LBS						
Frames in Bridge between Decks													
Frames from Uppermost Continuous Deck No. 1		5	3	9.43	5	3	9.43		3/4	5/4	5/4	4	5/8
" 2		"	"	"	"	"	"		"	"	"	"	"
" 3		"	"	"	"	"	"		"	"	"	"	"
" 4		MAIN DECK			MAIN DECK								
" 5		5	3	9.43	5	3	9.43		3/4	5/4	5/4	4	5/8
" 6		"	"	"	"	"	"		"	"	"	"	"
" 7		LOWER DECK			LOWER DECK								
" 8		7	3	13.6	7	3	13.6		3/4	4 1/2	4 1/2	7	3/4
" 10		"	"	"	"	"	"		"	"	"	"	"
" 16		LONG. BHD.			LONG. BHD.								
17 TO, 19		7	3	13.6	7	3	13.6		3/4	4 1/2	4 1/2	7	3/4
" 20		INT. GIRDER			INT. GIRDER								
21 TO, 23		7	3	13.6	7	3	13.6		3/4	4 1/2	4 1/2	7	3/4
" 24		C.R. LINE BHD.			C.R. LINE BHD.								
" 40													
" 40		SIDES 24" TO 30"			SIDES 24" TO 30"								
Spacing of Longitudinal Frames		BOTTOM 20" TO 26 1/4"			BOTTOM 20" TO 26 1/4"								
Double Bottoms L, L or C		Tank Top Longitudinals											
" " "		Bottom " "											
Spacing of Longitudinals		Amidships											
" " "		At ends											
Transverses.													
Side (in between Decks)		Depth and Thickness	12	10	12	10							
" "		Face Angles	4" FLANGE			4" FLANGE							
" "		Lugs to Shell*	3	3	4.89	3	3	4.89		3/4	3 7/8		
Side (in Hold)		Depth and Thickness	15	10	15	10							
" "		Face Angles	4" FLANGE			4" FLANGE							
" "		Lugs to Shell*	3	3	4.89	3	3	4.89		3/4	3 1/2		
Bottom		Depth and Thickness	24	10	30	10	FOR. (AFT AS APP.?)						
" "		Face Angles	4	2 1/2	7.81	4	2 1/2	7.81					
" "		Lugs to Shell*	3	3	4.89	3	3	4.89		3/4	3 3/4		
" "		Back Bars											
" "		Brackets	10 LBS. FL. 4 1/2"			10 LBS. FL. 4 1/2"							
Spacing of Transverse Frames...		8'-0"			4'-0"								
* State if joggled or liners.													
Longitudinal Beams of L, L or E		Bridge Deck							Spacing.				
" "		Upper B.A.	6	3	11.37	6	3	11.37	24'-28 1/2"	Transverse Beams.	24"x10"	5"x3"x8-17"	DOUBLE ANG. AT CENTRE
" "		MAIN ANG.	5	3	8.17	5	3	8.17	28 1/2"		12"x10"	4" FL.	AT SIDE
" "		Second									12"x10"	4" FL.	
" "		LOWER B.A.	6	3	11.37	6	3	11.37	20'-28 1/2"		12"x10"	5" FL.	AT CENTRE
" "		Third									15"x10"	4" FL.	AT SIDE

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, &c., 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, &c., on the first page.

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.)

This vessel is an Admiralty Transport Ferry and plans of this type are available in the London Office

The bottom of this vessel was damaged whilst drydocking owing to a number of launching cross-logs and shores having remained in position under the ship.

The following damage was sustained—

Keel plates Nos 5, 6, 7 & 8 (from forward) wholly or partly set up.

Garboard plates in way of above set up at keel landing.

Bottom longitudinal in way of damaged keel and garboard plates set up, end brackets to

bulkheads buckled, and rivets in end attachments started.

Floor plates at frames Nos 23 and 25 (p.s.) and 33, 34, and 35 (s.s.) buckled between

b.f. bulkhead and intercostal girder.

Bulkhead 24—Bottom plate and one B.A. stiffener (s.s.) buckled.

b.f. bulkhead—Bottom plate frs. 23-24 and three stiffeners in way buckled.

The following repairs were effected:—

Keel plates Nos 5 and 8 renewed, Nos 6 and 7 cropped and part renewed.

Garboard plates where set up at keel landing fixed in place.

Bottom longitudinal in way of keel cropped, faired and replaced; others faired in place as necessary.

Two longitudinal end brackets renewed; others removed, faired and replaced.

Floor plates Nos 23 and 25 (p.s.) and 33, 34 and 35 (s.s.) cropped and part renewed.

Bulkhead 24—Bottom plate faired in place, one stiffener cropped and part renewed.

b.f. bulkhead—Bottom plate frs. 23-24 cropped and part renewed, three stiffeners cropped & part renewed.

Bottom shell rivets set up & landing re-caulked as necessary.

On completion of repairs, b.f. & w.b. tanks 20-24, 24-28 and 28-32 and F.W. tank frs. 32-36 were re-tested and found satisfactory.

PARTICULARS OF ELECTRIC WELDING (if employed)

Bilge knuckles at fore and after ends, butto of thick shell plating on bottom forward, Main Deck stringer plate cheeks at fore end, lower Deck to shell frames 61 to 61, hatch webs, hatch side cantilevers, bracket face plates, and other minor details.

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

Fitted for oil fuel 5.45, F.P. above 150°F, longitudinal framing, gyro-compass, wireless.

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.

Signal Letters

Extreme Breadth over Belting

LADDERS

55'-2 3/4"

Over-all Length 347'-6" OVER STE

No. and Material of Decks

2 DKS (STL)

3RD DK (STL)

CLEAR OF E. & B. SPACE

(Circ. 1611)

(Circ. 1703)

Parts of Bottom of Vessel coated with cement or approved composition.

BALLAST TANKS, W.T. COMP. TS, PETROL TANK COMP. TS &

SHAFT COMP. TS COATED WITH "BITUMASTIC". F.W. TANK COATED WITH "BITUROS" ENAMEL; OIL FUEL COMP. TS

COATED WITH MINERAL OIL. ELSEWHERE PAINTED. MAKERS OF "BITUROS" & "BITUMASTIC"—WALLES DOVE.

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.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft.			DEEP TANK		
Double bottom, under Engines and Boilers.			After peak tank	11-17	24
MAIN FEED TANK IN ENG. ROOM			AFTER PEAK (TRIMMING TANK)		30
Double bottom, if under Engines only.	6.0	12.0 F.W.	Deep tanks aft.	17-28	88
RESERVE FEED TANK			FRESH WATER TANK FORP OF 36		30
Double bottom, if under Boilers only.	20.0	39.0 F.W.	Deep tanks 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.

Date 28.12.44

Dates of Surveys held while building

1944 May 4. 12. 18. 23 Jun 2. 9. 15. 23 27 29 Jul 12. 24 31 Aug 9. 15. 21. 29 Sep 7. 12. 19. 21. 26 Oct 2. 6. 10. 12. 18 19 21. 24. 25. 30 31 Nov 2. 6. 7. 10. 14. 15. 17. 18. 20 21 22. 24. 28. 29. 30 Dec 1. 4. 7. 9. 11. 13. 14. 15. 18. 20 21. 22. 26. 27. 28. 29 1945 Jan 4. 5. 8. 10. 11. 12. 15. 16. 17. 19. 21. 22. 24. 26. 27. 28. 29 30 Feb 7. 10. 21. 23 Mar 6. 8. 9. 12. 13. 16. 19. 23. 26. 27. 29 Apr 3. 4. 6. 9. 12. 24 May 1. 10. 11. 14. 15. 16. 17. 18. 19. 21. 22. 23. 24. 25. 29. 31

Total No. of Visits 121