

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

Port of GREENOCK

No. 2353H

Date First Survey 6th JUNE 1947

Last Survey 24th JULY 1947

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) STEEL SINGLE SCREW STEAMER "YEWFOREST" MACHINERY FITTED AFT. (EX EMPIRE FENCHURCH).

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLING. State Type of Erections POOP, RACK, BRIDGE
& P/CLE.

TONNAGE under } 681.34
Tonnage Deck ... }

CLASS 100A.1

State if with freeboard } NO.
as condition of Class }

Built at ABERDEEN 1945.

Do. of space or spaces }
between Tonnage Dk. }
and Upper Dk. }

(CONTEMPLATED)

FEET

Launched..... Yard No.

Tonnage 1647.02

ster Tonnage 569.31.

Length from fore part of stem to after part of stern }
post on summer L.W.L. See Sec. 3 (1a) }

Breadth (greatest moulded) **B 32.58**

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) Top of Keel, ... } D 15.12 ✓
300. 20.29 ✓

1st Longitudinal Number (L x D).....= 3055.25

2nd Numeral $L \times (B + D)$ = 9637.08

Framing Depth "d," at middle of length. See }
Sec. 3 (1d)..... }

Proportions—Depth to Length—Uppermost continuous deck to top of keel

Do. Long Bridge to }
top of keel }

Draught Moulded 15-1/4

Managers

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

Residence

Port of Registry... **GLASGOW**

If surveyed while building, afloat, or in dry dock

AFLOAT & SLIPWAY.

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	-	
" " from $\frac{3}{8}$ length amidships to Collision bulkhead.....}	24 ✓		" " Reversed Frame.....	-	
" " in peaks	24 ✓		" " Vertical Struts	-	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	31 ✓ × 38 ✓	
Frame Amidships, Angle, E or F	7 3 33 ✓		" " top Angles	3 3 34 ✓	
" " Extends up to.....	R. & DECK. ✓		" " bottom Angles.....	3 3 38 ✓	1. 5 × 3" × 290 A. ✓
Reversed Frame Amidships, Angle E	6 3 30 ✓		Side Girders, No. each side and thickness.....	1	8. 5 × 3" × 280 A. ✓
" " Extends up to	UPPER DECK. ✓		Margin Plate depth (excl. of flange) and thickness	23 ✓ × 34 ✓	
Depth of Framing Girder.....	7 6 B.A. ✓		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	3 3 35 ✓	
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	-		" " Vertical Angle to Tank side Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area	5 5 33 ✓	
" " Second 'tween Decks, Angle, E or F	-		" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem.....	35" EVERY 42" FR. ✓	
" " Third	-		" " Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area	" " " " ✓	
" " from $\frac{1}{2}$ len. for'd. to 15% len. from Stem	8 3 30 ✓		Tank Side Brackets, height above base line at toe of Frame and thickness	41 ✓ × 34 ✓	
" " in Peaks, Angle or E ✓	5 3 26 ✓		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/4 - 5/4 ✓		Breadth and thickness of Middle Line Strake...	45 ✓ × 36 ✓	
State if Frame Joggled.....	YES ✓		Thickness of remainder in Holds	36 ✓	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	YES ✓		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 ✓	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?.....	YES ✓		BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, E or F	4 3 30 ✓	
Floors, Depth and thickness at mid-line in Holds.....	-		" " in way of Bridge, Angle, E or F	6 3 30 ✓	
Height of Brackets at side above base line at toe of frame.....	-		Spacing	24 ✓	
Middle Line Keelson, on Floors, Angles, E or F	-		R. & DECK. Second Deck, amidships, Angle, E or F	4 3 30 ✓	O.A. CARLINGS
" " Through Plate or Intercostal Plate	-		Spacing	5 3 25 ✓	B.A. FR. 63. ✓
" " Foundation Plate on Floors	-		Third Deck, amidships, Angle, E or F	24 ✓	
" " Flat Plate Keel Angles	-		Spacing.....	-	
Side Keelsons, No. each side.....	-		Fourth Deck, amidships, Angle, E or F	-	
" " thickness of Intercostal Plate...	-		Spacing.....	-	
" " Angles	-		Poop Deck, Angle, E or F	5 3 25 ✓	
DOUBLE BOTTOM.			Spacing.....	24 ✓	
Solid Floors, thickness and spacing	28 EVERY FR. ✓		Bridge Deck, Angle, E or F	5 3 25 ✓	
" " Are Frame and Reversed Frame joggled?	YES ✓		Spacing.....	24	
Bracket Floors, breadth and thickness at middle line	-		Forecastle Deck, Angle, E or F	5 3 25 ✓	
" " breadth and thickness at margin plate.....	-		Spacing.....	24	

NAV. EMERGENCY EQUIP. CARD

EQUIPMENT No. 10549		LETTER L	ANCHORS.
Where and when tested, and			

[illegible]

and 20.9.41.

Steering Gear, Type (Power or hand) DONKIN & SONS ✓ Alternative Means of Steering BLOCKS & TACKLE ✓

Steering Chains (Size and Test) 7/8" DIA. ✓ Windlass CLARKE, CHAPMAN ✓ Boats 2 LIFEBOATS ✓
1 DINENY.

Ceiling in Holds, thickness and material 1 1/2" x 2 1/2" PINE ✓ Cargo Battens, thickness, material and spacing NOT FITTED.
FRAMES PUNCHED FOR SPARRING.

Cargo Hatchways. (Upper Deck) STEEL PLATES & ANGLES. ✓ Thickness of Hatches 2 1/8" PINE ✓

Size of Hatchways No. 1 (Fwd.) 26'-0" x 20'-6" No. 2 55'-0" x 20'-6" No. 3 - No. 4 - No. 5 - No. 6 -

Number of Shifting Beams } Nº1 HATCH = 4. Nº2 HATCH = 9.
and/or Fore and Afters }

Builder's Signature _____

SCANTLINGS.

STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	TOP EDGES. State if jagged? <i>NO.</i>			BUTTS.			
	AMIDSHIPS.		FORWARD.			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.	
Flat Plate Keel.....	<i>41</i> ✓	<i>48</i> ✓	<i>45</i>	<i>45</i>		<i>DOUBLE</i> ✓	<i>3/4</i>	<i>3 7/8</i> ✓	<i>DOUBLE</i> ✓	<i>3/4</i>	<i>3</i> ✓	<i>SINGLE STRAPPED.</i>
„ Dblg. (if any)												
Bottom Plating, No. of Strakes ... <i>2</i>	<i>A</i> ✓	<i>40</i> ✓	<i>44</i> ✓	<i>39</i> ✓		<i>DOUBLE</i> ✓	<i>3/4</i>	<i>3 7/8</i> ✓	<i>DOUBLE</i> ✓	<i>3/4</i>	<i>3</i>	<i>LAPPED</i>
Bilge Plating, No. of Strakes ... <i>2</i>	<i>B</i> ✓	<i>40</i> ✓	<i>44</i> ✓	<i>39</i> ✓		<i>"</i> ✓	<i>"</i> ✓	<i>"</i> ✓	<i>"</i> ✓	<i>"</i> ✓	<i>"</i> ✓	<i>"</i> ✓
Bilge Plating, No. of Strakes ... <i>2</i>	<i>C</i> ✓	<i>40</i> ✓	<i>38</i> ✓	<i>36</i> ✓		<i>"</i> ✓	<i>"</i> ✓	<i>"</i> ✓	<i>"</i> ✓	<i>"</i> ✓	<i>"</i> ✓	<i>"</i> ✓
Side Plating, No. of Strakes ... <i>1</i>	<i>E</i>	<i>40</i>	<i>36</i>	<i>34</i>		<i>"</i> ✓	<i>"</i>	<i>"</i>	<i>"</i> ✓	<i>"</i> ✓	<i>"</i> ✓	<i>"</i> ✓
Upper Deck, Sheer-strake in Wells.....	<i>F</i> ✓	<i>44</i> ✓	<i>40</i> ✓	<i>36</i> ✓	<i>60 AT BREAK.</i> ✓	<i>SINGLE IN WAY OF R.O.DK.</i>	<i>"</i>	<i>"</i>	<i>TRIPLE 4 DOUBLE</i> ✓	<i>"</i>	<i>"</i> ✓	<i>"</i> ✓
Upper Deck, Sheer-strake in Bridge ...	<i>G</i> ✓	<i>44</i> ✓	<i>44</i> ✓	<i>34</i> ✓		<i>-</i>			<i>"</i> ✓	<i>"</i>	<i>"</i>	<i>"</i>
Strake below Sheer-strake in Wells.....			<i>END OF STRAKE</i>									
Strake below Sheer-strake in Bridge ...												
Poop Side Plating.....			<i>38-30</i>			<i>-</i>	<i>-</i>	<i>-</i>	<i>DOUBLE</i> ✓	<i>3/4</i>	<i>3</i> ✓	<i>LAPPED.</i>
Bridge Side Plating.....												
Forecastle Side Plating			<i>27</i> ✓			<i>SINGLE</i> ✓	<i>5/8</i>	<i>2 1/4</i>	<i>SINGLE</i>	<i>5/8</i> ^N	<i>2 1/4</i>	<i>LAPPED.</i>

RIVETING.

STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	TOP EDGES. State if jagged? <i>NO.</i>			BUTTS.			
	AMIDSHIPS.		FORWARD.			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.	
Flat Plate Keel.....	<i>41</i> ✓	<i>48</i> ✓	<i>45</i>	<i>45</i>		<i>DOUBLE</i> ✓	<i>3/4</i>	<i>3 7/8</i> ✓	<i>DOUBLE</i> ✓	<i>3/4</i>	<i>3</i> ✓	<i>SINGLE STRAPPED.</i>
„ Dblg. (if any)												
Bottom Plating, No. of Strakes ... <i>2</i>	<i>A</i> ✓	<i>40</i> ✓	<i>44</i> ✓	<i>39</i> ✓		<i>DOUBLE</i> ✓	<i>3/4</i>	<i>3 7/8</i> ✓	<i>DOUBLE</i> ✓	<i>3/4</i>	<i>3</i>	<i>LAPPED</i>
Bilge Plating, No. of Strakes ... <i>2</i>	<i>B</i> ✓	<i>40</i> ✓	<i>44</i> ✓	<i>39</i> ✓		<i>"</i> ✓	<i>"</i> ✓	<i>"</i> ✓	<i>"</i> ✓	<i>"</i> ✓	<i>"</i> ✓	<i>"</i> ✓
	<i>C</i> ✓	<i>40</i> ✓	<i>38</i> ✓	<i>36</i> ✓		<i>"</i> ✓	<i>"</i> ✓	<i>"</i> ✓	<i>"</i> ✓	<i>"</i> ✓	<i>"</i> ✓	<i>"</i> ✓
Side Plating, No. of Strakes ... <i>1</i>	<i>E</i>	<i>40</i>	<i>36</i>	<i>34</i>		<i>"</i> ✓	<i>"</i>	<i>"</i>	<i>"</i> ✓	<i>"</i> ✓	<i>"</i> ✓	<i>"</i> ✓
Upper Deck, Sheer-strake in Wells.....	<i>F</i> ✓	<i>44</i> ✓	<i>40</i> ✓	<i>36</i> ✓	<i>60 AT BREAK.</i> ✓	<i>SINGLE IN WAY OF R.O.DK.</i>	<i>"</i>	<i>"</i>	<i>TRIPLE 4 DOUBLE</i> ✓	<i>"</i>	<i>"</i> ✓	<i>"</i> ✓
Upper Deck, Sheer-strake in Bridge ...	<i>G</i> ✓	<i>44</i> ✓	<i>44</i> ✓	<i>34</i> ✓		<i>-</i>			<i>"</i> ✓	<i>"</i>	<i>"</i>	<i>"</i>
Strake below Sheer-strake in Wells.....			<i>END OF STRAKE</i>									
Strake below Sheer-strake in Bridge ...												
Poop Side Plating.....			<i>38-30</i>			<i>-</i>	<i>-</i>	<i>-</i>	<i>DOUBLE</i> ✓	<i>3/4</i>	<i>3</i> ✓	<i>LAPPED.</i>
Bridge Side Plating.....												
Forecastle Side Plating			<i>27</i> ✓			<i>SINGLE</i> ✓	<i>5/8</i>	<i>2 1/4</i>	<i>SINGLE</i>	<i>5/8^N</i>	<i>2 1/4</i>	<i>LAPPED.</i>

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	4
Extending to Upper Deck (Sec. 3 c)	3 (A. 29, 49 & 90).
" Deck next below	1 (K. 5).
As per Rule	-

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar		PLAT PLATE		
STEM		6½ x 1½"	✓	
STERN { Propeller Post		SHAPED	✓	

FORGINGS AND CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		4
Extending to Upper Deck (Sec. 3 c)	3	(1. 29, 49 & 90)
Deck next below	1	(1. 5)
As per Rule	-	

	VERTICAL. Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks					
" " Second "					
" " Third "					
" " Holds	FR. 69	40"-27"	6"3" x 3"5"	30"-35"	-
COLLISION " (in Hold)	FR. 90	40"-26"	5"3" x 3"3"8"8" / 24"	34" x 3"3"8"8" WITH 3" R.P. ON ALT. STIFFENERS	STIFFENERS
AFTER PEAK "	FR. 5	65"-30"	5"3" x 3"8"8" / 24"	24"	-

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar		FLAT PLATE		
STEM		6 1/2" x 1 1/2"	✓	
STERN FRAME	Propeller Post	SHAPED	✓	
	Rudder	-		
Speed of Vessel		NOT EXC. 10 KNOTS	✓	
RUDDER—Type		SEMI-BALANCED	✓	
" A x D		51 x 51	✓	
" Diam. of head		45/16		
" Mainpiece at top		6 1/4	✓	
" heel		-		
" how constructed		BUILT	✓	
" double or single plate coupling, vertical or horizontal		DOUBLE	✓	
		HORIZONTAL	✓	

STEEL. _____

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) _____

Has the Steel been tested as required by the Rules? TO BRITISH CORPORATION RULES.

LETTER

ANCHORS.

[illegible]

and 20.9.41.

Steering Gear, Type (Power or hand) DONKIN & SONS ✓ Alternative Means of Steering BLOCKS & TACKLE ✓

Steering Chains (Size and Test) 7/8" DIA. ✓ Windlass CLARKE, CHAPMAN ✓ Boats 2 LIFEBOATS ✓
1 DINENY.

Ceiling in Holds, thickness and material 1 1/2" x 2 1/2" PINE ✓ Cargo Battens, thickness, material and spacing NOT FITTED.
FRAMES PUNCHED FOR SPARRING.

Cargo Hatchways. (Upper Deck) STEEL PLATES & ANGLES. ✓ Thickness of Hatches 2 1/8" PINE ✓

Size of Hatchways No. 1 (Fwd.) 26'-0" x 20'-6" No. 2 55'-0" x 20'-6" No. 3 - No. 4 - No. 5 - No. 6 -

Number of Shifting Beams } Nº1 HATCH = 4. Nº2 HATCH = 9.
and/or Fore and Afters }

Builder's Signature _____

GENERAL DECLARATION.

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 or cargo, and (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. No. 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 was built to M.O.N.T. account under survey to British Corporation Registry class B.S.* At the request of the owners Representative with the view of classification with this Society the vessel was drawn up on shipway.

The shell plating, rudders, hold, tween decks, machinery spaces, decks, casings, hatchways, ventilators & general equipment examined & found satisfactory. Cables ranged & together with anchors examined. The double bottom & peak tanks examined internally & afterwards tested by water pressure & found satisfactory. The pumping arrangements, windlass & steering gear were tried under working conditions & found efficient. The freeboard has been verified & the marks cut in on the vessel's sides.

attractions: The vessel has been converted to oil fuel burning at this time.
a cofferdam has been fitted between frames 27-28 & No. 3 double bottom tank

The amount of Entry Fee..... £	:	:	Fees applied for,	(Special notations, where part of class, to be stated.)
<i>ALTERATIONS</i>	5	5 0	20 AUG 1947	
Special Survey Fee..... £	44	0 0	Received by me,	I am of opinion the Vessel should be Classed <i>100 A.1.</i>
<i>FREEBOARD</i>	10	0 0	19	
Travelling Expenses, if any	£	:		

State whether the Vessel has been built under Special Survey via Chicago sub attached 31-1-23 Signature J. J. Jamison
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to. GREENOCK OFFICE. Date of issue. 26 AUG 1947

Committee's Minute *GLASGOW 25 AUG 1947*
Character assigned *100A*

Character assigned ✓ 100 A1 7.47 Linc 7.47 Classed 7.47

Lloyd AACP, S. S. P. G. L. 7.47. 28. 1. 1947. Classed 1.47 (vol. 3)

Fitted for air fuel 7.47 2.9 above 15000

$S(OG)6.47$ base batt - not listed

STC 712.4 Cargo battens not fitted

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.)

arranged to carry oil fuel. a separate tank has also been fitted at fore end of boiler room. F.P. of oil above 150°F. ✓
Upon completion all work was found satisfactory & in accordance with the approved plan & Sec 20 of the Rules as far as applicable. ✓
The fore peak tank has been increased to upper deck level. Chain locker & store being removed to upper deck. Photos turned in previous peak flat. ✓
Sketches of plans of peak bulkhead enclosed. ✓
after coal bunker bulkhead removed below deck level for access to tank & pillars arranged in way. ✓
* Washplate extended to upper deck reverse angles fitted to beams 92 & 94. ✓

A notation of S.S. Pel 7-47 is recommended. ✓

Note:- The anchors & cable certificates were not available when equipment was examined but have since been obtained. ✓
It was impossible to decipher markings, but the cables looked reasonably new & were 1 7/16" dia. ✓

See also Report 8 herewith.

PARTICULARS OF ELECTRIC WELDING (if employed) KEEL PLATE BUTTS AT ENDS. BILGE KEEL BULB PLATE TO SHELL. ✓

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. MACHINERY AFT. CRUISER STERN. ✓
CARGO BATTENS NOT FITTED. ✓ FITTED FOR OIL FUEL 7-47 F.P. ABOVE 150°F. ✓

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

INC. CUP & PINS.
1st Bower 14.0.0. A.E.G. 9824: 7-2-44
2nd ,, 13.3.11 J.D. 5893: 15-1-41.
3rd STREAM 4-2-24 A.E.G. 4367: 8-3-45.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 38'9" ft., R.Q.D. 94' ft., Bridge 12' ft., Forecastle 25' ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. 180995 Signal Letters G.K.Q.F. Extreme Breadth over Belting - Over-all Length 212'25".

No. and Material of Decks 1 OK (SPL). ✓

Parts of Bottom of Vessel coated with cement or approved composition. NO. 1, 2 & 4 DOUBLE BOTTOM TANKS CEMENTED. ✓
PEAKS CEMENTED. NO. 3 TANK BARE. ✓

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. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		113
Double bottom, under Engines and Boilers,			After peak tank,		18.5
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,	9.0	9.5	Deep tank, forward,		
Double bottom, forward,	126.0	159.0	Other tanks, if fitted,		
Total length (if continuous) and Capacity	134.0	164.5	(If necessary furnish further information by sketch.)		

Order for Special Survey No.

Date

Dates of Surveys held while building

(1944) JUN 6, 10, 12, 13, 17, 20, 24, 26, 30 JULY 1, 3, 4, 10, 14, 15, 16, 20, 21, 23, 24

Total No. of Visits 20.