

STEEL STEAMER or MOTORSHIP.

12 DEC 1930

Received at London Office

State if Report has been sent on the Freeboard of the Vessel *no.*State if Report is sent on the Machinery of the Vessel *yes*Date of completion of report *8th Dec. 1930*Port of *Dundee*No. *8446*Survey held at *Dundee*Date First Survey *3rd Feb. 30*Last Survey *8th Dec. 1930*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *TWIN SC. M. V. "SKOTAA5"*

MACHINERY FITTED AFT

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full Scantling Tanker*State Type of Erections *Poop & Poisel*

TONNAGE under Tonnage Deck...

CLASS *100A1*

State if with freeboard as condition of Class

Carrying petroleum in bulk.

as approved.

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

L *449.83*

Breadth (greatest moulded)

B *59.00*

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

D *35.50*

1st Longitudinal Number (L x D)

= *15969*

2nd Numeral L x (B + D)

= *42509*

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

✓

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

12.67

Do. Long Bridge to top of keel

✓

Draught Moulded

✓

Built at *Dundee*Launched *18th Nov. 1930* Yard No. *335*Builders *The Calson D. & Co. Ltd.*Owners *Skiblad & Schenker*Managers *Green & Vange*

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

Residence *Not Known*

Port of Registry

If surveyed while building, afloat, or in dry dock

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.
MES, Spacing amidships	32 1/2		Bracket Floors, Frame	✓	
" from 3/8 length to Collision bulkhead	26 1/2		" Reversed Frame	✓	
" in peaks	24		" Vertical Struts	✓	
FRAMING.			Centre Girder, depth and thickness	78 3/4 x 43	
Frame Amidships, Angle, E or F	250 90 11 7/8		" top Angles	double 90 90 12 5/8	
" Extends up to	upper deck		" bottom Angles	double 100 90 14 7/8	
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness	Two 59	
" Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	53	
Depth of Framing Girder	250 7/8		" Vertical Angle to Tank side Bracket abaft 1 len. from stem	150 150 13 7/8	
Frames in Uppermost Continuous Deck, Angle, E or F	✓		" Vertical Angle to Tank side Bracket forward 1 len. from stem	90 90 15 7/8	
" Second Deck, Angle, E or F	✓		" Gaskets, spacing and scantling abaft 1 len. from stem	✓	
" Third " " "	✓		" Gaskets, spacing and scantling forward 1 len. from stem	✓	
Framing in Peaks, Angle or F	230 90 11 7/8		Tank Side Brackets, height above base line at top of Frame and thickness	47 flanges 3 1/2	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	Multiple riveting size to spacing do. per approved plan		INNER BOTTOM PLATING, in Engine Space		
State if Frame Joggled	yes		Breadth and thickness of Middle Line Strake	11 7/8 x 53	
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	Deep B.A. frames & side stringers etc. as per approved plan.		Thickness of remainder in Holds	53	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Double frames & shell plating, extra intercostal steel girders, & riveting etc. as per app. plan.		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Oil Bunkers and Boiler Room?	yes	
DOUBLE BOTTOM, in Co. 6 oil Cargo tanks			BEAMS.		
Frames, Depth and thickness at mid-line in oil Cargo Holds	250 x 90 x 12 1/2 B.A.		Uppermost Continuous Deck, amidships in side oil Cargo Tanks	200 90 11 5/8	
Height of Brackets at side above base line at top of frame	to same as per approved plan.		" " in way of Bridge, Angle, E or F	200 90 10 5/8	
Middle Line Keelson, on Floors, Angles, E or F	230 90 13 5/8		Spacing	32 1/2	
" Through Plate	66 x 50		Second Deck, amidships, Angle, E or F	✓	
" Foundation Plate on Floors	✓		Spacing	✓	
" Flat Plate Keel Angles	Double 150 150 13 7/8		Third Deck, amidships, Angle, E or F	✓	
Side Keelsons, No. each side	one fitted with through plate		Spacing	✓	
" Depth thickness of Intercoastal Plate	66 x 50		Fourth Deck, amidships, Angle, E or F	✓	
" Angles	150 150 13 7/8		Spacing	✓	
" " double for 3 ft. spaces each side of this antship bldg.	(in plan)		Poop Deck, Angle, E or F	200 75 11 7/8	
DOUBLE BOTTOM, aft under engines			Spacing	32 1/2	
Solid Floors, thickness and spacing	43 x 32 1/2		Bridge Deck, Angle, E or F	✓	
" Are Frame and Reversed Frame joggled?	yes		Spacing	✓	
Bracket Floors, breadth and thickness at middle line	✓		Forecastle Deck, Angle, E or F	200 75 9 7/8	
" breadth and thickness at margin plate	✓		Spacing	26 1/2 x 24	

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 in Engine Space.....	Built pillars forms of double channels			Stringer Plate, breadth and thickness in way of Bridge.....		✓
" in 'tween Decks, Size and Spacing.....	180x8x70x11			Thickness of Plating abreast Deck openings in way of Wells.....		✓
" " " " " "	spacing etc as per approved plan			Thickness of Plating abreast Deck openings in way of Bridge.....		✓
" in Hold forward " " "	Built pillars forms of double channels			Thickness of Plating within line of openings.....		✓
" " " " " "	180x8x70x11 on			If Sheathed, material and thickness.....		✓
LONGITUDINAL Centre Line Bulkhead, 15' 11 1/2' off C.P.S.	to line at ends			Third Deck.		
Stiffeners and Spacing.....	220x9x80x12.5' 32' apart			Stringer Plate, breadth and thickness.....		✓
and 3 fore and aft stringers as per approved plan				If Plated, state thickness.....		✓
Plating, thickness of.....	51' 40" Top strake 43"			Fourth Deck.		
STRINGERS AND DECKS.				Stringer Plate, breadth and thickness.....		✓
Uppermost Continuous Deck.				If Plated, state thickness.....		✓
Stringer Plate, breadth and thickness in Wells.....	63 1/2' .87			Poop Deck.		
" " " " " "				Stringer Plate, breadth and thickness.....		mean 57" x 36"
" " " " " "				Plating, Sheathing, material and thickness.....		26 sheath with 5x2 1/2" O. Pine
Thickness of Plating abreast Deck openings in way of Wells.....	strakes A & D = .47			Bridge Deck.		
Thickness of Plating abreast Deck openings in way of Bridge.....	B & C = .79			Stringer Plate, breadth and thickness.....		✓
Thickness of Plating within line of openings.....				Plating, Sheathing, material and thickness.....		✓
If Sheathed, material and thickness.....				Forecastle Deck.		
Second Deck.				Stringer Plate, breadth and thickness.....		mean 60" x 36"
Stringer Plate, breadth and thickness in Wells.....				Plating, Sheathing, material and thickness.....		36' - 67' under windlass.

SHELL PLATING.

SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL.				EDGES.		BUTTS.		
	AMIDSHIPS.		FORWARD.	AFT.	State if jogged? no.				
	Breadth.	Thickness.	Thickness.	Thickness.	SINGLE OR DOUBLE.	RIVETS.	NO. OF ROWS OF RIVETS.	RIVETS.	STRAPPED OR LAPPED.
	Inches.	Inches.	Inches.	Inches.		Diam. Spacing cr. to cr.		Diam. Spacing cr. to cr.	
A B & C Strakes forward midship thickness maintained to rule position of Collision Bulkhead	80"	1.00	.79	.79	Double	7/8 3/4	Treble	1 1/8 4 1/2	Double straps
FLAT PLATE KEEL.....									
" DBLG. (if any)		X = Strakes							
BOTTOM PLATING, No. of Strakes 4 A B C D	.69"	{ A B .69 A B .65 C .67 D .63 C .57 D .59			Double	7/8 3/4	Treble	7/8 3 1/2	Double straps
BILGE PLATING, No. of Strakes 2 E F	.69"	.59"	.65"		"	7/8 3/4	Quad	7/8 3 1/2	overlapped
SIDE PLATING, No. of Strakes 3 F G H	.65"	.47"	.65"		"	7/8 3/4	Quad	7/8 3 1/2	overlapped
UPPER DECK, Sheer-strake in Wells.....	.98"	.47"	.47"		"	1" 3 5/8	Treble	1 1/8 4 3/8	Double straps
UPPER DECK, Sheer-strake in Bridge at Break of Poop	-	-	1.23"		"	1" 3 5/8	Treble	1 1/8 4 3/8	Double straps
STRAKE BELOW SHEER-strake in Wells.....	.75"	.47"	.47"		"	7/8 3/4	Quad	1" 4"	Overlapped
STRAKE BELOW SHEER-strake in Bridge.....	-	-	-						
POOP SIDE PLATING.....			.39"		Single	3/4 3"	Double	3/4 2 5/8	Overlapped
BRIDGE SIDE PLATING.....			.55 at break. landing carried down to line of upper deck stringer						
FORECASTLE SIDE PLATING	-	.41	-		Single	3/4 3"	Single	3/4 2 5/8	Overlapped

OIL & WATERTIGHT BULKHEADS.

Oil and	
Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c).....	As per approved
" Deck next below.....	Profile and deck plan.
As per Rule.....	

	Plating Thickness.	STIFFENERS.	
		VERTICAL.	HORIZONTAL.
		Scantlings / Spacing.	Scantlings / Spacing.
MIDSHIP BULKHEAD. Upper 'tween decks		Long Bld. P.S. Semi box beams	
" " in Oil cargo holds		51' 35' 220x9x80x12.5' at N° 1, 2, 3 stringers	
" " example N° 68		Cham'd 32' apart	
" " Third "			
" " Holds.....		45' 35' 200x75x10x5' BA F.P. flat Dup tank top	
" " (in Hold) N° 164		26' 24' 200x75x10x5' BA 24' at N° 1, 3 & 4 stringers	
COLLISION " "		above F.P. tank top	
AFTER PEAK " "		49' 30' 200x75x10x5' BA 24' aft peak tank top	
		6' 26' 200x75x10x5' BA 24' 3' Semi box beams	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL. flat plate.....				
STEM 240" x 23 1/4".....	Rolled bar			
STERN FRAME { Propeller Post..... Rudder Post.....				
RUDDER —A x D.....				
Speed of Vessel 11 Knots.....				
RUDDER mainpiece at head.....	S.M. Steel forging	325 7/8"	DORTMUNDER UNION OF DORTMUND.	
" " heel.....	"	245 7/8"		
how constructed.....	Semi balanced plate rudder with forged arms shrunk and keyed on to main piece 1-14' as per approved plan			
coupling, vertical or horizontal.....	fitted with 6. 93-57 bolts			

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture).....
	Aktiengesellschaft, Dortmund, Union & Acoden Verein Dortmund, Gutchoffnungsbetriebe, Walzwerk Oberhausen, D. Colvills & Sons, Stewart & Lloyd, Scottish I.R.C. Co.
	Has the Steel been tested as required by the Rules?.....
	Yes. Open hearth process.

EQUIPMENT No. 43879												LETTER C T		ANCHORS.	
apparent															
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.			
92167	1st Bower ...	73	3	0	Stockless			55	15	0	0	73 1/4	Hingley's challenge	N. Hingley & Sons	LPHN. 18/10/30 H. Green
92165	2nd „ ...	73	2	10	"			55	15	0	0	73 1/4	" type	"	LPHN. 17/10/30 H. Green
92166	3rd „ ...	73	0	7	"			55	10	0	0	73 1/4	"	"	LPHN. 17/10/30 H. Green
	Collective weight.	220	1	17								219 3/4			
92105	Stream	22	1	0	5	3	7	22	11	1	0	27 1/2	Ordinary forged W.I.	N. Hingley & Sons	LPHN. 13/10/30 H. Green

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.	Statu- tory.	Break- ing.	Supplied.	Per Rule.			Length. Diam.					Length. Cir.	Tons.	Length. Cir.				
86106	150 2 7/16	106 9/10	149 5/8	444.0.26				300 2 7/16		N. Hingley & Sons	LPHN 18/10/30 H. Green	TOWLINE...	130 5 3/4	105	130 5 3/4				
86094	150 " "	"	"	446.0.5						"	LPHN. 9/10/30. H. Green	HAWSERS & WARPS	100 2 3/4	22	100 2 3/4				
				893.1.3									90 3	26.2	100 2 3/4				
	120 5"			73 tons				120 5"											

Steering Gear, Steam *Wilson Pirrie type by Caldwell & Co of Glasgow* Steering Gear, Hand *with relieving tackle blocks led to wheel on poop deck.*

Boats *2 life boats 26'0" x 8'0" x 3'3"* Steering Chains, Size and Test *Direct acting gear.* Windlass *Steam by Helsingborgs Varvs & Sverner's Aktiebolag.*

Ceiling in Holds, thickness and material *to fore & hold.* Cargo Battens, thickness, material and spacing *Helsingborg.*

WT Cargo Hatchway *one.* Thickness of Hatchway cover *39 stiffened with 5 1/2" x 3 1/2" x 39 O.A. spaced about 2'0" apart. 15'0" apart.*

Size of Hatchway (Forward) *6'8" x 9'10 1/4"* No. 2 No. 3 No. 4 No. 5 No. 6

Number of Shifting Beams and/or Fore and Afters *O.T. latches to each of the cargo oil tanks at upper deck! 5'7 1/4" x 28 3/4" O.T. covers 50 with grooved hump gasket joint and secured by screw down toggle 15'0" apart.*

Builder's Signature *J. D. Thomson* DIRECTOR

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 *yes Tanker*. The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

(a) In wing tanks P.T.S. nos. 34-42. Double bottom tanks P.T.S. nos. 32-42. and in deep tanks forward P.T.S. nos. 147-160.

F.P. above 150° F.

This vessel has been built in accordance with the Secretary's letters of instructions, the approved plans and in general conformity with the Society's Rules for the class contemplated.

The workmanship and material employed during the construction are of good quality.

The whole of the oil cargo tanks, oil fuel bunkers, fore and aft peak tanks, double bottom tanks deep tanks forward. Weather decks, pump. have been tested in accordance with the Rules requirements. A preliminary trial of the steering gears and windlass were found satisfactory.

The scantlings and arrangements at fore and aft ends class of the oil tanks are in accordance with the approved plans.

Plan of midship section, as built, together with castings forging reports, etc. are forwarded herewith. The vessel has proceeded to Gothenburg where the main and auxy machinery will be fitted on board and tried under working conditions. P.T.O.

The amount of Entry Fee £ 11 : : : Fees applied for, *1/4/31*

Special Survey Fee.... £607: 2 : 6 Received by me, *24.4.31*

Travelling Expenses, if any £ : : : 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 *J. D. Thomson*

Certificate to be sent to *Dundee* Date of issue *13/6/31*

Surveyor to Lloyd's Register of Shipping.

Committee's Minute *FRI, 24 APR 1931*

Character assigned *+100A1 on 24.8.29*

carrying Petrol. in Bulk

Work 24. Lloyd's A.C.R.

+ L. No. 3.31 O.L.

Oil Eng. 200. 150 lb.

My

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004055-004061-0203

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.)

To complete the special survey the following remains to be done.

Casings over machinery space to be closed. Ceiling spanning in forward hold to fit. Vessel to dock for cleaning & painting etc. Bilge sections, steering gears, anchors & windlass to be tested under working conditions. The Swedish Surveyors have been notified.

The undermentioned approved plans were sent up with the sister vessel's report N^o 8738.

- 1/2. Midship Section
Profile and Decks
Fore end framing
Aft end framing
Strengthening of bottom forward.
Tank top double bottom engine seating
Multiple punching diagram shell & longitudinal bulkheads.
Alternative arrangement of stringers in side tanks
Revised upper stringers in side tanks
Multiple punching diagram upper deck.
Plan of flat for oil fuel tanks at upper deck.
Plan showing standard notch punch etc.
Revised cross bracing at deck girders in main tanks.
Pumping arrangements
Stemframe & Rudder.
Boss castings
Shaft brackets
Fills for 7'3" radius quadrant
7'3" Radius quadrant
Detail of quadrant & fills bosses with keys for 7'3" rad quadrant

Sister vessel. M/V. "FOSNA" Dunder Report N^o 8738.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	45.0.19	A.B.	6278	29.8.30.
	2nd "	44.3.26	A.B.	6275	29.8.30.
	3rd "	44.2.2	A.B.	6277	29.8.30.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 95.71 ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle 36.75 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) One deck (Stl)

Official No. ; Signal Letters Is bottom of Vessel coated with cement no if not give particulars of composition Cement in fore and aft peak Tanks only. Bitumastic enamel in feed water tank

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. (S.W.) Tons.	Where Fitted.	*Length. Feet.	Water Capacity. (S.W.) Tons.
Double bottom, aft, under engines. frs. 16-42	70.41	279.1	Fore peak tank, W.B.	24.08	113.8
Double bottom, under Engines and Boilers,	✓	✓	After peak tank, "	28.00	247.8
Double bottom, if under Engines only,	✓	✓	Deep tank, aft,	"	"
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward, O. & W.B. frs. 147-160	28.70	469.9
Double bottom, forward,	✓	✓	Other tanks, if fitted, oil fuel wing bunkers frs. 34-42.	21.66	473.6
Total capacity of double bottom		279.1	(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. 978	1930 FEB. 3. 17. 18. 24. MARCH 4. 10. 11. 12. 13. 20. 21. 25. 26. 27. 28. APRIL 4. 8. 9. 11. 16. 17. 21. 22. 24. 28. 29. MAY 12. 13. 17. 19. 20. 22. 25. 26.
Date 1 st October 1929.	16. 19. 21. 23. 26. 28. 30. JUNE 2. 3. 4. 6. 9. 12. 16. 17. 18. 19. 20. JULY 1. 8. 9. 10. 11. 14. 15. 16. 17. 21. 23. AUG 11. 18. 19. 20. 22. 25. 26.
	28. 29. SEPT. 1. 2. 4. 9. 12. 15. 19. 22. 23. 24. 25. 26. 30. OCT. 2. 3. 6. 9. 13. 14. 15. 16. 17. 20. 21. 22. 23. 24. 27. 28. 29. 30. 31.
	NOV. 1. 3. 4. 5. 6. 7. 8. 10. 11. 12. 13. 14. 15. 17. 18. 19. 25. 27. 29. DEC. 1. 2. 5. 8
	Total No. of Visits 127