

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.		Rpt.
PILLARS, No. of Rows	CONT.	LONGTH			Stringer Plate, breadth and thickness in way of Bridge	—				
„ in 'tween Decks, Size and Spacing	O.T.	640 (P&S)			Thickness of Plating abreast Deck openings in way of Wells	—				
„ „ „ „ „	IN	WAY			Thickness of Plating abreast Deck openings in way of Bridge	—				
„ in Holds „ „ „	OF	OIL			Thickness of Plating within line of opening	34				Framing
„ „ „ „ „	TANKS				If Sheathed, material and thickness	—				Frames
LONGTH O.T. Centre Line Bulkhead. (P. & S.)	6	3	36		Third Deck.					Frames
Stiffeners and Spacing 24" SPACING	6	3	42	NO 4 TANKS.	Stringer Plate, breadth and thickness	—				Dec
TOE WELDED ANGLE					If Plated, state thickness	—				
Plating, thickness of			36		Fourth Deck.					
STRINGERS AND DECKS.					Stringer Plate, breadth and thickness	—				
Uppermost Continuous Deck.					If Plated, state thickness	—				
Stringer Plate, breadth and thickness in Wells	48		.56	70 AT POOP FRONT. APPX 45" IN BREADTH.	Poop Deck.					
„ „ „ „ in way of Bridge	48		.70		Stringer Plate, breadth and thickness	40	—	.44		
„ Angle in Wells	6	6	.56		Plating, Sheathing, material and thickness	40	.30	O.P.	2 1/2	WHERE EXPOSED
Thickness of Plating abreast Deck openings in way of Wells					Bridge Deck.					
Thickness of Plating abreast Deck openings in way of Bridge45 AND AS APPX	Stringer Plate, breadth and thickness	25				
Thickness of Plating within line of openings					Plating, Sheathing, material and thickness	25	O.P.	2 1/2	WHERE EXPOSED	
If Sheathed, material and thickness					Forecastle Deck.					
Second Deck, IN WAY DRY CARGO HOLD.					Stringer Plate, breadth and thickness	26	—	.32		
Stringer Plate, breadth and thickness in Wells					Plating, Sheathing, material and thickness	30	.40	UNDER WINDLASS WITH 4" O.P.		

SHELL PLATING.

SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL.				EDGES.		BUTTS.		
	ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.				State if forged?		No. of Rows of Rivets.		
	AMIDSHIPS.	FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.	Diam.	Spacing cr. to cr.	STRAPPED OR LAPPED.
Flat Plate Keel	Inches. 43	Inches. .68	Inches. .53	Inches. .53	Double	Inches. 3/4	Inches. 2 5/8		
„ Dblg. (if any)	—				—				
Bottom Plating, No. of Strakes	95	.47	.39	.41	Double	3/4	2 5/8		
Bilge Plating, No. of Strakes	75	.47	.39	.41	Double	3/4	2 5/8		
Side Plating, No. of Strakes	75 1/2	.45	.39	.39	Double	3/4	2 5/8		
Upper Deck, Sheer-strake in Wells	66 1/2	.68	.39	.39	Double	3/4	2 5/8		
Upper Deck, Sheer-strake in Bridge	—				—				
Strake below Sheer-strake in Wells	78	.45	.39	.39	Double	3/4	2 5/8		
Strake below Sheer-strake in Bridge	—				—				
Poop Side Plating	—			.54/31	Double & Single	3/4	3		
Bridge Side Plating	—				—				
Forecastle Side Plating	—		.32		single	3/4	3		

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c) 12

„ Deck next below —

As per Rule approved. 12

STIFFENERS.	Plating Thickness.	VERTICAL.				HORIZONTAL.			
		SCANTLINGS.		SPACING.		SCANTLINGS.		SPACING.	
MIDSHIP BULKHEAD, CENTRE TANKS	.36	6 x 3 x 38	24	—	—	—	—	—	—
„ „ SIDE TANKS	.39	6 x 3 x 46	28	—	—	—	—	—	—
„ „ Second „	—								
„ „ Third „	—								
„ „ Holds	—								
COLLISION „ (in Hold)	30/43	6 x 3 x 30	24	—	—	—	—	—	—
AFTER PEAK „ „	30/60	4 x 2 1/2 x 30	24	6' 0 A. IN WAY OF SHUTT					

FORGINGS AND CASTINGS.

	Castings or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	F.K.			STEM FOREFOOT FOR PARAVAN BY WM. BEARDMORE & CO. (CAST STEEL)
STEM „ M.S. ROUNDED PLATES	CAST STEEL	AS PER APPD PLAN	WM. BEARDMORE & CO. LTD.	
STERN FRAME	Propeller Post	—	—	
„ Rudder „	—	—	—	
Speed of Vessel	12 KNOTS.			
RUDDER—Type	SEMI-BALANCED.			
„ A x D.	147			
„ Diam. of head	7 1/2			
„ Mainpiece at top pintle	C.S.	AS PER APPROVED PLAN	WM. BEARDMORE & CO. LTD.	
„ „ heel	C.S.	RIVETED STEEL PLATES ON CAST STEEL FRAME.		
„ how constructed	DOUBLE			
„ double or single plate coupling, vertical or horizontal	HORIZONTAL.			

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture). open hearth.
Colvilles Ltd - Dorman Long & Co. Ltd. - Steel Co. of Scotland Ltd. —
Consett Iron Co. Ltd. - South Durham Steel & Iron Co. Ltd.

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

Rpt. 1*.

R.F.A. "EDDYBAY"

PARTICULARS OF LONGITUDINAL FRAMING.

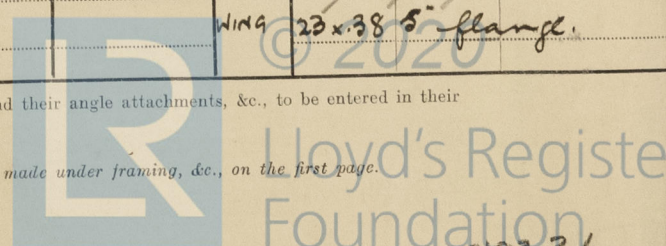
PAGE 5.

DUNDEE REPORT No 9846.

FRAMING.	AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETS.		Rivets in Brackets to Bulkheads.	
	In Ship.			In Ship.				Rivets in Longitudinal Frames.			Spacing of Rivets on each side of Transverses and Bulkheads.
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam.	Speng.		
Framing of L, L or C											
Frames in Bridge 'tween Decks ...											
Frames from Uppermost Continuous Deck											
No. 1											
" 2											
" 3											
" 4											
" 5											
" 6											
" 7											
" 8											
" 9											
" 10											
" 11											
" 12											
" 13											
" 14											
" 15											
" 16											
Spacing of Longitudinal Frames											
Amidships											
At Ends											
Double Bottoms											
Tank Top Longitudinals											
Bottom											
Spacing of Longitudinals											
Amidships											
At ends											
Transverses.											
Bottom in Side											
Face Angles											
Lugs to Shell*											
BRACKETS.											
Bottom in Side											
Face Angles											
Lugs to Shell*											
BRACKETS											
Depth and Thickness											
Face Angles											
Lugs to Shell*											
BRACKETS											
Depth and Thickness											
Face Angles											
Lugs to Shell*											
" " Back Bars											
Brackets											
Spacing of Transverse Frames...											
* State if joggled or liners.											
Longitudinal											
Beams of											
Bridge Deck											
Upper											
Second											
Third											

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.



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EQUIPMENT No. 18535

LETTER S.

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.				
21	1st Bower	45	3	7	—	—	—	39	15	3	21	—	"BYERS" IMPROVED	—	LOW WALKER 17-2-51 - R. J. VOGAN.
6	2nd "	45	2	14	—	—	—	39	12	3	7	—	TYPE - CAST STEEL	—	LOW WALKER 15-2-51 - R. J. VOGAN.
2	3rd "	37	3	23	—	—	—	34	10	—	—	—	HEAD.	—	LOW WALKER 13-6-51 - R. J. VOGAN.
	Collective weight	129	1	16	—	—	—	—	—	—	—	110	—	—	—
75	Stream	12	1	14	2	1	24	14	4	—	7	10	ORDINARY ADMIRALTY PATTERN - CAST STEEL	BROWN LENOX & CO. LTD.	CARDIFF 19-4-51 - F. W. DOVEY.

CHAIN CABLES.

HAWSERS AND WARPS.

No. 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.	Statutory.	Breaking.	Supplied.	Per Rule.	Cwts.	Length.	Diam.					Length.	Ins.		Length.	Ins.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
	270	1 5/16	9 5/10	13 3/10	556-1-10	51 1/2		240	1 3/8	W. I. SP. STEEL	NORTH BRITISH	GLASGOW		1 @	SWR.	33.2	1 @	SWR.
										FLORYT ELECTRIC WELDING	Co. LTD.	20-2-51 - L. L. WRIGHT.		90	4"		90	4"
										STUDLINK LUGLESS SHACKLES				2 @	SWR.	13.2	2 @	SWR.
														90	2 1/2"		90	2 1/2"
														2 @	SWR.		2 @	SWR.
														90	2 1/4"	10.8	90	2 1/4"
	90 1/6	1 1/8	3 7/10	4 8/10	59-2-16	59		75	1 1/8	W. I. SPEC. STEEL	GRIFFIN WOODHOUSE CHAIN CABLES LTD.	CRADLEY HEATH						
										STUDLINK LUGLESS SHACKLES		14-2-51 - M. PHILLIPS.						

ing Gear, Type (Power or hand) STEAM HYDRAULIC BY DONKIN & Co. LD. Alternative Means of Steering SEPARATE LEADS FROM SOURCE OF POWER.

ing Chains (Size and Test) STEAM DRIVEN BY Windlass CLARKE CHAPMAN & Co. LD. STEEL - 30 ROYALTY - 1 MOTOR Boats TOTAL PERSONS - 132.

g in Holds, thickness and material — Cargo Battens, thickness, material and spacing —

Hatchways.—(Upper Deck) steel plates .40" Thickness of Hatches steel .50"

Hatchways No. 1 (Fwd.) 14 IN NO. 1 No. 2 — No. 3 — No. 4 — No. 5 — No. 6 —

FOR AND ON BEHALF OF
THE CALEDON SHIPBUILDING & ENGINEERING CO. LTD.

Builder's Signature.

S. Bowman MANAGING DIRECTOR

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 YES.

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo OIL TANKER. 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).

Ship has been built under Special Survey in conformity with the Society's Rules & Regulations and the Secretary's letter of the 13th/10/52. The scantlings & dimensions of the ship are as given in the report and as shown and amended on the approved plans now forwarded. All modifications or additions to the original approved arrangements made during construction have been indicated on the plans and have been approved as being in accordance with or by standards equivalent to the requirements. The plans of midship section & profile & decks showing the ship as built now forwarded herewith have been checked with the approved arrangements found in order. The workmanship and materials are good. The double bottom tanks, cofferdams, deep tanks, fore & aft peaks, W.T. Bulkheads, decks, W.T. Doors, Hand Barge Punctures, Windlass & Steering gear, have been tested in accordance with the rules with satisfactory results. Freeboard markings were verified and cut in on each side of the ship.

Oil carried in the following Deep Tanks:— Centre No. 1 (frs. 53-59) - Centre No. 2 (frs. 72-84) - Centre No. 3 (frs. 84-96) - Centre (frs. 96-106) - side (p. & s.) No. 1 (frs. 53-65) - side (p. & s.) No. 2 (frs. 72-84) - side (p. & s.) No. 3 (frs. 84-96) - side (p. & s.) No. 4 (frs. 96-106)

Oil as cargo frs. 66-71 (p. & s.)

Oil carried in the following Deep Tanks:— Centre frs. 43-52 - side (p. & s.) frs. 43-52.

Whole of the rule requirements have been complied with in regard to the "as fitted" plan of General Pumping Arrangement.

FREEBOARD

Amount of Entry Fee £21 : 17/5/1952

1947 FEE = £452 20% 1952 FEE = £127 1/2

Special Survey Fee £579 : —

Received by me, 19

Travelling Expenses, if any £ — : — : —

(Special notations, where part of class, to be stated.)

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

ate whether the Vessel has been built under Special Survey yes.

Signature S. Bowman
Surveyor to Lloyd's Register of Shipping.

ertificate to be sent to Quindell.

Date of issue 18/7/52

Committee's Minute GLASGOW 3 JUN 1952

Character assigned +100 A1

H. 52. Don.

Carrying Petroleum in bulk

Lloyd's A.C.P.

Longitudinal framing at bottom & at deck

+ LMC. H. 52

2 5B-250 lb

Fitted for oil fuel H. 52 FR above 150°F

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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 the Plans should be embodied.)

SISTER VESSEL :- R.F.A. "EDDYBEACH" - DUNDEE REPORT NO 9825.

Plans enclosed:-

Midship section-"as approved" & "as built"-2 plans.

Profile & Deck-"as approved" & "as built"-2 plans.

X Scheme of Welding.

Keel and Centre Girders.

Shell plan.

Oil Fuel Bunkers.

X Longitudinal Bulkheads.

X Aft End Framing.

X Stem Frame & Rudder "as app'd" & "as built"-2 plans

X Ball and Chain P/V. Equipment.

Forward Cofferdam & Deep Tank.

Fore End Framing.

X Finished length of Rudder stock.

Web frames and stringers in Engine Room.

General Pumping Arrgt. "as app'd" & "as built"-2 plans.

X O.T. Hatch covers.

X Domestic Cold Stores.

X Steering Gear Seats.

Modification to suit sea inlets.

Openings at sea inlets.

Tank top and Engine plating.

X Forecastle Deck Hatch and Trunk.

Fore and aft Gangway.

Capacity Plan.

Certificates endorsed:-

Stem frame } Glas. ho. 21749 - 6/1/4

Stem fore foot.

Rudder frame Glas. ho. 21749A - 16/3/4

Rudder stock Glas. ho. 21950 - 27/2

Tiller Sunderland no. 8879 - 22

Trunnion Sunderland no 8871 - 15/1

please return to Dundee plans
marked X for dealing with
Caledon Yard no 492-493.

PARTICULARS OF ELECTRIC WELDING (if employed) Butts of keel, shell, decks, Engine Girders etc. Bulkhead
stiffs. to blds, bld plams and butts, T. & Btm. blds to blds, bld frames to blds, Horiz'l girders & stringers to ph
and blds, Cargo Hatches, Bilge keel to shell, belting flat bars to shell, Tripping blds, Transverses to shell
of bilge, Transverse blds to shell and longitudinal blds in way of centre tanks. minor items.

Radiographs were taken of a number of welded butts of keel, shell, etc, with satisfactory results.

SPECIAL NOTATIONS :- Either as part of the vessel's class or for record in the Register Book
Carrying petroleum in bulk - machy aft - Cruesel Stern - pt elec. welded. bloyds
A & C.P. - D.F. - E.S.O. - RADAR - F.K. - longitudinal framing at bottom & at deck -
pt Cem. - pt asp. - 12 blds - 1 DK - fitted for oil fuel 452 F.P. above 150°F.

RADAR Equipment (State if fitted) YES

State Type or Pattern No. 1598.

State } Maker Decca Radar Ltd.
Name } and/or
of } Supplier London.

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

1st Bower	28 cwt.	D.F.P.	4421	-	2-11-50.
2nd "	28c. 2q. 14lb	D.F.P.	4417	-	2-11-50.
3rd "	23c. 3q. 16lb	A.E.G.	2209	-	16-3-51.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 96 ft., R.Q.D. — ft., Bridge 34 ft., Forecastle 5

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

Official No. 184616 Signal Letters MMDT Extreme Breadth over Belting 46'-3 1/4" Over-all Length 286'4

No. and Material of Decks one - steel

Parts of Bottom of Vessel coated with cement or approved composition D.B. Feed Tank under Boilers and Dry Tank under Engine
coated with cement. Fore and aft Peaks, forward cofferdam, and forward Deep Tank coated with Bitum

Particulars of composition (if fitted) and of approval as above.

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.	Water Capacity.	Where Fitted.	Length.	Water
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	—	—	Fore peak tank,	23.64	—
Double bottom, under Engines and Boilers,	—	—	After peak tank,	13.33	—
Double bottom, # under Engines only, W.T. COMP. FRS 10-30	40	—	Deep tank, aft,	—	—
Double bottom, # under Boilers only, FRS 30-42	24	F.W.	Deep tank, forward,	32.00	24
Double bottom, forward, W.T. COFFERDAM FRS 42-3	2	—	Other tanks, if fitted, D.T. oil Fuel Bunkers FRS 43-52	18.00	—
Total length (if continuous) and Capacity	66	—	(If necessary furnish further information by sketch.)		

Order for Special Survey No.

1036

Date 26th Aug. 1949

Dates of Surveys
held while building

1951 March 26. April 3, 9, 10, 16, 23, 30. - May 8, 14, 18, 25, 30, 31. - June 5, 8, 14, 18, 20, 27. - July 3, 10, 12, 16, 20, 27.
13, 16, 21, 30. - Sept. 6, 10, 12, 18, 20, 25, 26. - Oct. 2, 8, 11, 16, 18, 19, 23, 29, 30. - Nov. 1, 2, 7, 8, 9, 14, 15, 16, 20, 23, 25, 27, 29.
11, 17, 18, 24. - 1952 Jan. 7, 9, 10, 14, 15, 22, 28. - Feb. 1, 5, 12, 14, 19, 22, 26, 28. - MARCH 5, 10, 11, 14, 18, 19, 24.
April 2, 7, 9, 17, 23, 26.

Total No. of Visits