

STEEL ~~STEAMER~~ MOTORSHIP.

Received at London Office. 25 MAR 1925

State if Report has been sent on the Freeboard of the Vessel YesState if Report is sent on the Machinery of the Vessel Yes

Date of completion of report

23<sup>rd</sup> March 1925 Port of GlasgowNo. 44511Survey held at GlasgowDate First Survey 14-5-24 Last Survey 19.3.1925On the (State if Machinery fitted Aft and  
(If Single, Twin or Triple Screw)Single Sc. M.V. "THISTLEROS"State Type (Full Scantling, Complete Superstructure  
with or without Tonnage Openings)Complete Superstructure with Tonnage Opening State Type of Erections Forecastle on SuperstructureTONNAGE under  
Tonnage Deck... 4142.23CLASS + 100 A1State if with freeboard  
as condition of Class YesBuilt at GlasgowDo. of space or spaces  
between Tonnage Deck  
and Upper Deck... ✓Length from fore part of stem to after part of stern  
post on summer L.W.L. See Sec. 3 (1a) } L 400Launched 9th Dec., 1924 Yard No. 675 M.Total 4142.23Breadth (greatest moulded) ..... B 53.37Builders S.W. Henderson & Co., Ltd.Gross Tonnage 4614.97Depth, at middle of length from top of keel to top  
of beam at side of uppermost continuous  
deck. See Sec. 3 (1c) ..... D 34.25Owners Albyn Line, Ltd.Register Tonnage 2704.931st Longitudinal Number (L x D) ..... = 13700Managers Allan, Black & Co.  
(Where necessary to be entered in Reg. Book.)2nd Numeral L x (B + D) ..... = 35048Residence SunderlandREGISTERED DIMENSIONS.  
FEET.Length 400.0Framing Depth "d," at middle of length. See  
Sec. 3 (1d) ..... 22.75Breadth 53.6Proportions—Depth to Length—Uppermost con-  
tinuous deck to top of keel ..... 11.42Depth 23.8Do. Long Bridge to top  
of keel ✓Draught Moulded 23-5"

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.
<b>FRAMES, Spacing amidships</b> .....	30	✓	<b>Bracket Floors, Frame</b> ..... <u>B.A.</u> .....	7 1/2 3 1/2 .40	✓
" " from 1/2 length to Collision bulkhead.....	27	✓	" " Reversed Frame ..... <u>B.A.</u> .....	7 3 .40	✓
" " in peaks.....	24	✓	" " Vertical Struts ..... <u>B.A.</u> .....	7 3 .40	✓
<b>SIDE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>	42 x .54	✓
Frame Amidships, Angle, [ or ] .....	11 x 3 1/2 x 3 1/2 x .53	✓	" " top Angles ..... (2).....	3 1/2 3 1/2 .52	✓
Deep Tank [ or ] .....	12 x 3 1/2 x 3 1/2 x .48	✓	" " bottom Angles ..... (2).....	4 4 .58	✓
" " Extends up to .....	2nd deck	✓	<b>Side Girders, No. each side and thickness</b> .....	One .40	✓
<b>Reversed Frame Amidships, Angle</b> .....	✓		<b>Margin Plate</b> depth (excl. of flange) and thickness .....	36 1/2 x .52	✓
" " Extends up to...	✓		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem .....	3 1/2 3 1/2 .42 single	✓
<b>Depth of Framing Girder</b> .....	11 (Deep Tank, 12)	✓	" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem .....	52	✓
<b>Frames in Uppermost Continuous 'tween</b> <b>Decks, Angle, [ or ]</b> .....	7 3 1/2 .34	✓	" " Gussets, spacing and scantling abaft 1/2 len. from stem.....	.40 every frame	✓
" " <b>Second 'tween Decks, Angle, [ or ]</b>	✓		" " Gussets, spacing and scantling forward 1/2 len. from stem.....	52	✓
" " <b>Third</b> " " " "	✓		<b>Tank Side Brackets, height above base line</b> at toe of Frame and thickness)	66 .45	✓
<b>Framing in Peaks, Angle, [ or ]</b> .....	7 3 1/2 .39	✓	<b>INNER BOTTOM PLATING.</b>		
<b>Diameter and Spacing of Rivets through</b> <b>Frame and Shell Plating amid-</b> <b>ships</b> .....	7/8, 6/4	✓	Breadth and thickness of Middle Line Strake ...	52 x .50	✓
<b>State if Frame Joggled</b> .....	Yes	✓	Thickness of remainder in Holds .....	.42 — .40	✓
<b>PANTING ARRANGEMENTS</b> (Sec. 7), state system and particulars)	3 web frames & 3 side stringers each side.	✓	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	✓
<b>STRENGTHENING OF BOTTOM FOR-</b> <b>WARD.</b> State Particulars .....	1 full height & 2 half height intercostals each side. 3 strakes plating midship thickness to collision bulk. Bottom frames 5 x 5 x .42 single.	✓	<b>BEAMS.</b>		
<b>SINGLE BOTTOM.</b>			<b>Uppermost Continuous Deck, amidships</b> in Wells, Angle, [ or ] .....	9 3 1/2 .50	✓
<b>Floors, Depth and thickness at mid-line in</b> <b>Holds</b> .....			" " in way of Bridge, Angle, [ or ] .....	✓	✓
Height of Brackets at side above base line at toe of frame .....			Spacing .....	30	✓
<b>Middle Line Keelson, on Floors, Angles,</b> <b>[ or ]</b> .....			<b>Second Deck, amidships, Angle, [ or ]</b> .....	11 3 1/2 .56	✓
" " Through Plate or Intercostal Plate...			Spacing.....	30	✓
" " Foundation Plate on Floors .....			<b>Third Deck, amidships, Angle, [ or ]</b> .....		
" " Flat Plate Keel Angles			Spacing.....		
<b>Side Keelsons, No. each side</b> .....			<b>Fourth Deck, amidships, Angle, [ or ]</b> .....		
" " thickness of Intercostal Plate...			Spacing.....		
" " Angles .....			<b>Poop Deck, Angle, [ or ]</b> .....		
<b>DOUBLE BOTTOM.</b>			Spacing.....		
<b>Solid Floors, thickness and spacing</b> .....	.40 every 3rd	✓	<b>Bridge Deck, Angle, [ or ]</b> .....		
" " Are Frame and Reversed Frame joggled?.....	Yes	✓	Spacing.....		
<b>Bracket Floors, breadth and thickness at</b> <b>middle line</b> .....	54 x .40	✓	<b>Forecastle Deck, Angle, [ or ]</b> .....	8 3 .34	✓
" " breadth and thickness at margin plate.....	59 x .40	✓	Spacing .....	27 4 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.
<b>PILLARS, No. of Rows.....</b>	<i>One</i>		Stringer Plate, breadth and thickness in way of Bridge .....	✓	
„ in 'tween Decks, Size and Spacing....	<i>6x3x3x32 C double alt. frames</i>	✓	Thickness of Plating abreast Deck openings in way of Wells .....	.36	✓
„ „ „ „ „			Thickness of Plating abreast Deck openings in way of Bridge .....	✓	
„ in Holds „ „	<i>10x5 1/2 x 3 1/2 x 54 C double alt. frames as app'd Plan. Also re-inforced hatch coamings with strong hatch end beams.</i>	✓	Thickness of Plating within line of openings...	.34	✓
„ „ „ „ „			If Sheathed, material and thickness .....	✓	
<b>Centre Line Bulkhead.</b>			<b>Third Deck.</b>		
Stiffeners and Spacing.....	✓		Stringer Plate, breadth and thickness.....		
Plating, thickness of .....	✓		If Plated, state thickness.....		
<b>STRINGERS AND DECKS.</b>			<b>Fourth Deck.</b>		
<b>Uppermost Continuous Deck.</b>			Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Way .....	<i>57 1/2 x .58</i>	✓	If Plated, state thickness .....		
„ „ „ „ in way of Bridge .....	✓	✓	<b>Poop Deck.</b>		
„ Angle in Wells .....	<i>6 6 .58</i>	✓	Stringer Plate, breadth and thickness .....		
Thickness of Plating abreast Deck openings in way of Wells .....	.48	✓	Plating, Sheathing, material and thickness ...		
Thickness of Plating abreast Deck openings in way of Bridge .....	.40	✓	<b>Bridge Deck.</b>		
Thickness of Plating within line of openings...	.38	✓	Stringer Plate, breadth and thickness.....		
If Sheathed, material and thickness .....	✓	✓	Plating, Sheathing, material and thickness ...		
<b>Second Deck.</b>			<b>Forecastle Deck.</b>		
Stringer Plate, breadth and thickness in Way .....	<i>47 x .40</i>	✓	Stringer Plate, breadth and thickness.....	<i>35 x .35</i>	✓
			Plating, Sheathing, material and thickness ...	<i>.34 (not sheathed)</i>	✓

# SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if fogged?	RIVETS.	No. of Rows of Rivets.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.					Diam.	Spacing cr. to cr.	
FLAT PLATE KEEL .....	<i>51</i>	<i>.75</i>	<i>.65</i>	<i>.65</i>	✓	<i>Double</i>	<i>1 3 3/4</i>	<i>4, 1/2 L</i>	<i>1</i>	<i>4</i>	<i>Lapped</i>
„ DBLG. (if any)		✓									
BOTTOM PLATING, No. of Strakes .....		<i>.57</i>	<i>.48</i>	<i>.48</i>	✓	<i>Double</i>	<i>7/8 3 1/3</i>	<i>3</i>	<i>7/8</i>	<i>3/8</i>	<i>Lapped</i>
BILGE PLATING, No. of Strakes .....		<i>.57</i>	<i>.48</i>	<i>.48</i>	✓	„	„	<i>3</i>	„	„	„
SIDE PLATING, No. of Strakes .....		<i>.57</i>	<i>.46</i>	<i>.46</i>	✓	„	„	<i>3</i>	„	„	„
UPPER DECK, Sheer-strake in Wells .....	<i>50</i>	<i>.67</i>	<i>.46</i>	<i>.46</i>	✓	„	„	<i>4, 1/2 L</i>	„	<i>3 1/2</i>	„
UPPER DECK, Sheer-strake in Bridge ...		✓									
STRAKE BELOW Sheer-strake in Wells .....		<i>.63</i>	<i>.46</i>	<i>.46</i>	✓	<i>Double</i>	<i>7/8 3 1/3</i>	<i>4, 1/2 L</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Lapped</i>
STRAKE BELOW Sheer-strake in Bridge ...											
POOP SIDE PLATING .....											
BRIDGE SIDE PLATING ...		<i>*Midship thickness carried forward to Collision Bulkhead.</i>									
FORECASTLE SIDE PLATING			<i>.41</i>			<i>Single</i>	<i>3/4 3</i>	<i>1</i>	<i>3/4</i>	<i>2 5/8</i>	<i>Lapped</i>

# WATERTIGHT BULKHEADS.

<b>Total No. of W.T. BULKHEADS in Vessel—</b>	<i>7</i>	✓
Extending to Upper Deck (Sec. 3 c) .....	<i>1</i>	✓
„ Deck next below .....	<i>6</i>	✓
As per Rule .....	<i>6</i>	✓

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
<b>MIDSHIP BULKH'D, Upper tween decks</b>					
„ „ Second „					
„ „ Third Hold (61) .....	<i>.38</i>	<i>26</i>	<i>11x3 1/2 x 48</i>	<i>30</i>	
„ „ Holds ... (128) .....	<i>.39</i>	<i>26</i>	<i>12x3 1/2 x 50</i>	<i>30</i>	
<b>COLLISION</b> „ (in Hold) .....	<i>.39</i>	<i>30</i>	<i>11x3 1/2 x 54</i>	<i>24</i>	<i>Semi box beam &amp; chain locker flat.</i>
<b>AFTER PEAK</b> „ „ .....	<i>.48</i>	<i>39</i>	<i>30</i>	<i>7 1/2 x 3 x 50</i>	<i>24</i>

# FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar .....</b>	✓			
<b>STEM .....</b>	<i>Rolled Steel</i>	<i>10 x 2 1/2</i>	<i>Frodingham Iron &amp; Steel Co. 9 1/2 x 2 1/2 app'd</i>	✓
<b>STERN FRAME</b> { Propeller Post .....	<i>Forging</i>	<i>10 1/2 x 7 1/2</i>	<i>Robert Kerr &amp; Sons, Ltd., Irvine.</i>	✓
{ Rudder „ .....		<i>9 x 7 1/2</i>		
<b>RUDDER—A x D .....</b>		<i>497.81</i>		
<b>Speed of Vessel .....</b>		<i>10 knots</i>		
<b>RUDDER</b> mainpiece at head ...	<i>Forging</i>	<i>10</i>	<i>Dunlopston</i>	✓
„ „ heel ...		<i>7 1/2</i>	<i>Long Co.</i>	✓
„ how constructed .....	<i>Built Arms shank on to mainpiece</i>			
„ double or single plate coupling, vertical or horizontal .....	<i>Single</i>			✓
	<i>Horizontal</i>			✓

<b>STEEL.</b>	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) <i>Open Hearth Process</i>
	<i>David Colville &amp; Sons, The Steel Co of Scotland, Scottish Iron &amp; Steel Co.</i>
	Has the Steel been tested as required by the Rules? <i>Yes</i>



EQUIPMENT No. 35949										LETTER Z		ANCHORS.		25 MAR 1925	
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.				
28598	1st Bower ...	61	0	0	Stockless			48	17	2	0	60 2/3	Byers Improved	not stated	Sunderland, 4/12/24, J.M. Butler.
28592	2nd „ ...	60	3	0	„			48	15	0	0	60 2/3	„	„	„ 3/12/24, „
28577	3rd „ ...	60	2	0	„			48	12	2	0	60 2/3	„	„	„ 2/11/24, „
	Collective weight.	182	1	0	1							182			
40318	Stream .....	18	0	0	4	2	12	19	0	0	0	17 1/2	Ord. Forged W.I. R. Sykes & Son Ltd.	Bradley Heath, 7/10/24, S.C. Rank.	

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.		Drawing Test of Steel Wire.	Length and Size per Table 53.		
					Supplied.		Per Rule.								Length.	Ins.		Length.	Ins.	
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
27972	270	2 1/4	9 1/8	12 7/8	690.	1.	7	682 1/4	270	2 1/4	3rd links.	R Sykes & Son Ltd. Cardiff, 23/10/24, A. Jones.		TOWLINE...	120	5	59	120	5	
<del>Stream</del> Steel Wire	90	4 3/4		47					90	4 3/4	wire		makers	HAWSERS & WARPS	90	2 3/4	15 1/2	90	2 3/4	
															"	90	2 1/2	12 1/2	90	2 1/2
															"	90	8	Manilla	90	8
															"	90	7	"	90	7

Steering Gear, <del>Steam</del> Electric by Donkin & Co. Ltd., Newcastle-on-Tyne		Steering Gear, Hand by Donkin & Co. Ltd.,	
Boats 4 @ 21'0" x 7'0" x 2'75"		Steering Chains, Size and Test none	
Windlass Steam by Clarke, Chapman & Co. Ltd.,			
Ceiling in Holds, thickness and material 2 1/2" Spruce laid on battens, Cargo Battens, thickness, material and spacing 6"x2" Pine, 6" in clear,			
Cargo Hatchways.—(Upper Deck) Steel Coamings .44		Thickness of Hatches 3" Pine	
Size of No. 1 Hatchway (Forward) 31'6" x 22'0" No. 2 32'6" x 22'0" No. 3 27'6" x 22'0" No. 4 32'6" x 22'0" No. 5 32'6" x 22'0" No. 6 ✓			
Number of Shifting Beams and/or Fore and Afters 6 Shifting Beams in Nos 1, 2, 4 & 5 hatches; 5 in No 3 hatch, no fore & afters.			
DAVID & WILLIAM HENDERSON & CO., LIMITED			
Builder's Signature		Director.	

GENERAL DECLARATION    The materials and workmanship are good. /

The vessel has been built in accordance with the approved plans & instructions, the Secretary's letters of various dates, and in conformity with the Rules for the class contemplated. /

The vessel is constructed to carry oil fuel in Nos 1, 2, 3, 4, 5 & 6 double bottom tanks. /

The tanks, decks, bulkheads, tunnel & W.T. door have been tested in accordance with the Rules, and the requirements of Sec. 35 of the Rules have been complied with where applicable. /

The freeboard has been verified and the freeboard marks cut in on the vessel's sides. /

Record for Register Book — pt Gen. /

The amount of Entry Fee ..... £ 8 : 0 : 0		Fees applied for 24 MAR 1925
Special Survey Fee.... £ 305 : 15 : 0		
Freeboard 10 0 0		Received by me, 150 4. 25
Travelling Expenses, if any £ : :		
I am of opinion the Vessel should be Classed +100A1 with freeboard		
State whether the Vessel has been built under Special Survey yes		
Signature B. Brimblecombe for George Nicol.		
Surveyor to Lloyd's Register of Shipping.		
Certificate to be sent to GLASGOW Date of issue 22/4/25.		

Committee's Minute		GLASGOW 24 MAR 1925	
Character assigned		÷ 100 A1	
		with freeboard	
		3,25	
		Lloyd's A+C.P.	
		+ LMC 3,25	

The Surveyors are requested not to write on or below the Committee's Minute.



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.)

Plans enclosed:—

Midship Section.

Profile & Decks.

Deep Tank.

Re-inforced hatchway sides & beams, & alternative side framing between peaks.

Stern Frame.

Rudder.

Boat deck plating &c.

Store room flats &c in machinery space, &c.

Pillars.

Cast steel quadrant, tiller, hand gear quadrant.

Pumping.

Strengthening Forward & Stiffening in Forward & after Peak Tanks. (This plan will be forwarded in a few days time)

A plan of midship section as built is also enclosed, together with 2 Forging and 3 Casting Reports.

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

1st Bower 39. 2. 21, M.B., 2189, 29/10/24.  
2nd „ 38. 2. 14, M.B., 2130, 3/10/24.  
3rd „ 37. 3. 14, K.H., 3183, 15/10/24.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle 37 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) 2 Sts (Stl)

Official No. 148349 : Signal Letters

Is bottom of Vessel coated with cement No 1 tank, cement if not given

particulars of composition No 2, 3, 4, 5 & 6 Sts. tanks and lubricating oil tank under engines coated with mineral oil; Piston cooling tanks & fresh water tanks under engines, cement fillets & cement wash.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length. Feet.	Salt Water Capacity.		Where Fitted.	Length. Feet.	Salt Water Capacity.	
		Tons.				Tons.	
Double bottom, aft, WB & OF; WB = 339, OF = 312	117.25	✓ 339		Fore peak tank,		254	
Double bottom, under Engines and Boilers, FW = 111, Lub Oil = 29	35.0	✓ 145.5		After peak tank,		283	
Double bottom, if under Engines only,				Deep tank, aft,			
Double bottom, if under Boilers only,				Deep tank, forward,	32.5	1172	
Double bottom, forward, WB & OF; WB = 661, OF = 609	181.5	661		Other tanks, if fitted,			
Total capacity of double bottom		1145.5		(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 5644

Date

3.7.24

Dates of Surveys held while building

1924. May 14. June 12. 24. July 1. 2. 4. 9. 14. Aug 7. 12. 28. Sept 9. 11. 22. 26.  
Oct. 1. 8. 15. 17. 22. 23. 28. 29. 31. Nov 3. 4. 7. 10. 11. 13. 18. 19. 21. 24. 25. 28. Dec 2. 5. 16. 19.  
1925. Jan 8. 20. 24. Feb 5. 10. 13. Mar 9. 10. 12. 17. 19.

Lloyd's Register  
Foundation  
Total No. of Visits 51