

STEEL ~~STEAMER~~ MOTORSHIP.

Received at London Office

28 OCT 1936

State if Report has been sent on the Freeboard of the Vessel *Yes.*State if Report is sent on the Machinery of the Vessel *Yes.*Date of completion of report *23<sup>rd</sup> October 1936.*Port of *Glasgow.*No. *57496*Survey held at *Ordrossan.*Date First Survey *15<sup>th</sup> Jan'y 1936*Last Survey *22<sup>nd</sup> October 1936.*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Mach. of Single Sc. "Dorset Coast."*State Type (Full scantling, Complete Superstructure with or without Tonnage Openings) *Complete Superstructure with Tonnage Opening*State Type of Erections *Forecastle above superstructure deck.*

TONNAGE under Tonnage Deck...

*499.49.*CLASS *+100A1*State if with freeboard as condition of Class *Yes.*Built at *Ordrossan*

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

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 199.0*Launched *9<sup>th</sup> Sept. 1936.* Yard No. *363.*

Total

Breadth (greatest moulded) *B 33.0*Builders *Ordrossan Dockyard Ltd.*Gross Tonnage *645.86.*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 21.25*Owners *Coast Lines Ltd.*Register Tonnage *243.78.*1st Longitudinal Number (L x D) *199 x 21.25 = 4211*Managers *✓*

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

2nd Numeral L x (B + D) *= 10748*Residence *Liverpool.*

REGISTERED DIMENSIONS.

FEET.

Length *199.4*Framing Depth "d," at middle of length. See Sec. 3 (1d) *11.08*Breadth *33.15*Proportions—Depth to Length—Uppermost continuous deck to top of keel *9.36*Port of Registry *Liverpool.*Depth *11.1.*Draught Moulded *13' 7"*

If surveyed while building, afloat, or in dry dock

*Building Afloat & in Dry Dock.*

## 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> .....	<i>24"</i>		<b>Bracket Floors, Frame</b> .....	<i>✓</i>	
" " from $\frac{3}{8}$ length to Collision bulkhead.....	"		" " <b>Reversed Frame</b> .....	<i>✓</i>	
" " in peaks.....	"		" " <b>Vertical Struts</b> .....	<i>✓</i>	
<b>SIDE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b> <i>31 x 140</i>		
Frame Amidships, <i>Angle E or F</i> .....	<i>5½ 3 40</i>		" " top Angles.....	<i>3 3 36</i>	
" " Extends up to <i>Upper 3<sup>rd</sup> Dk. alternately</i>			" " bottom Angles.....	<i>3½ 3½ 40</i>	
<b>Reversed Frame Amidships, Angle</b> .....	<i>✓</i>		<b>Side Girders, No. each side and thickness</b> .....	<i>one 32</i>	
" " Extends up to.....	<i>✓</i>		<i>Under pillars &amp; fwd of 1<sup>st</sup> Dk. only</i>		
<b>Depth of Framing Girder</b> .....	<i>5½"</i>		<b>Margin Plate depth (excl. of flange) and thickness</b> .....	<i>23 x 36</i>	
<b>Frames in Uppermost Continuous 'tween Decks, Angle E or F</b> .....	<i>5½ 3 40</i>		" <i>T. Bar</i> Vertical <i>Angle</i> to Tank side Bracket abaft $\frac{1}{4}$ len. from stem.....	<i>6 4 38</i>	
" " <b>Second 'tween Decks, Angle E or F</b> .....	<i>on all frs.</i>		" <i>do.</i> Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem.....	<i>6 6 38</i>	<i>✓</i>
" " <b>Third " " " "</b> .....	<i>✓</i>		" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem.....	<i>none</i>	<i>✓</i>
<b>Framing in Peaks, Angle E or F</b> .....	<i>5½ 3 30</i>		" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem.....	<i>none</i>	<i>✓</i>
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amidships</b> .....	<i>¾ 2 5¼</i>		<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b> .....	<i>3'10" x 33</i>	<i>✓</i>
<b>State if Frame Joggled</b> .....	<i>Yes.</i>		<b>INNER BOTTOM PLATING.</b>		
<b>PANTING ARRANGEMENTS</b> (Sec. 7), state system and particulars.....	<i>Deep 1<sup>st</sup> Side Stringer</i>		Breadth and thickness of Middle Line Strake.....	<i>43 x 38</i>	<i>✓</i>
<b>STRENGTHENING OF BOTTOM FORWARD.</b> State Particulars.....	<i>1<sup>st</sup> double. Add Anticorrosion increased shoe plating</i>		Thickness of remainder in Holds.....	<i>32</i>	<i>✓</i>
<b>SINGLE BOTTOM.</b>			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?.....	<i>Yes.</i>	<i>✓</i>
<b>Floors, Depth and thickness at mid line in Holds</b> .....	<i>✓</i>		<b>BEAMS.</b>		
<b>Height of Brackets at side above base line at toe of frame</b> .....	<i>✓</i>		<b>Uppermost Continuous Deck, amidships</b> .....	<i>5' 3 36</i>	<i>✓</i>
<b>Middle Line Keelson, on Floors, Angles, E or F</b> .....	<i>✓</i>		" " <b>Welds, Angle, E or F</b> .....	<i>✓</i>	
" " <b>Through Plate or Intercoastal Plate</b> .....	<i>✓</i>		" " in way of Bridge, Angle, E or F.....	<i>✓</i>	
" " <b>Foundation Plate on Floors</b> .....	<i>✓</i>		Spacing.....	<i>24"</i>	<i>✓</i>
" " <b>Flat Plate Keel Angles</b> .....	<i>✓</i>		<b>Second Deck, amidships, Angle, E or F</b> .....	<i>8 3 34</i>	<i>✓</i>
<b>Side Keelsons, No. each side</b> .....	<i>✓</i>		Spacing.....	<i>48"</i>	<i>✓</i>
" " <b>thickness of Intercoastal Plate</b> .....	<i>✓</i>		<b>Third Deck, amidships, Angle, E or F</b> .....	<i>✓</i>	
" " <b>Angles</b> .....	<i>✓</i>		Spacing.....	<i>✓</i>	
<b>DOUBLE BOTTOM.</b>			<b>Fourth Deck, amidships, Angle, E or F</b> .....	<i>✓</i>	
<b>Solid Floors, thickness and spacing</b> .....	<i>32 2 24"</i>		Spacing.....	<i>✓</i>	
" " <b>Are Frame and Reversed Frame joggled?</b> .....	<i>Yes.</i>		<b>Fifth Deck, amidships, Angle, E or F</b> .....	<i>✓</i>	
<b>Bracket Floors, breadth and thickness at middle line</b> .....	<i>✓</i>		Spacing.....	<i>✓</i>	
" " <b>breadth and thickness at margin plate</b> .....	<i>✓</i>		<b>Boat Deck, Angle, E or F</b> .....	<i>4 3 30</i>	<i>✓</i>
			Spacing.....	<i>48"</i>	<i>✓</i>
			<b>Bridge Deck, Angle, E or F</b> .....	<i>✓</i>	
			Spacing.....	<i>✓</i>	
			<b>Upper Forecastle Deck, Angle, E or F</b> .....	<i>5½ 3 32</i>	<i>✓</i>
			Spacing.....	<i>48</i>	<i>✓</i>



PILLARS AND DECKS.					
				INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
<b>PILLARS</b> , No. of Rows.....					
" in 'tween Decks, Size and Spacing .....					
" " " " " "					
" in Holds " " " "					
" " " " " "					
<b>Centre Line Bulkhead.</b>					
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 .....					
<b>Third Deck.</b>					
Stringer Plate, breadth and thickness .....					
If Plated, state thickness .....					
<b>Fourth Deck.</b>					
Stringer Plate, breadth and thickness .....					
If Plated, state thickness .....					
<b>Fifth Deck.</b>					
Stringer Plate, breadth and thickness .....					
If Plated, state thickness .....					
<b>Sixth Deck.</b>					
Stringer Plate, breadth and thickness .....					
Plating, Sheathing, material and thickness .....					
<b>Bridge Deck.</b>					
Stringer Plate, breadth and thickness .....					
Plating, Sheathing, material and thickness .....					
<b>UPPER Forecastle Deck.</b>					
Stringer Plate, breadth and thickness .....					
Plating, Sheathing, material and thickness .....					

AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged?			BUTTS.			
STRAKES.	AMIDSHIPS.		FORWARD.	AFT.	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.	
	Inches.	Inches.	Inches.	Inches.		Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL .....	42	46	42	42		double	3/4	3"	Three	3/4	2 5/8 lapped
" <del>Bottom (if any)</del> .....											
BOTTOM PLATING, No. of Strakes ..3.....		40	44	36		double	3/4	3"	Three	3/4	2 5/8 lapped
BILGE PLATING, No. of Strakes .....		40	38	38		"	"	"	Three	"	"
SIDE PLATING, No. of Strakes .....		46 40	38 "	38 "	Down Coast.	Single	"	"	Two	"	Strapped
UPPER DECK, Sheer-strake in Wells.....	60	40	"	"		"	"	"	Three	"	lapped
UPPER DECK, Sheer-strake in Bridge ...	✓										
STRAKE BELOW SHEER-strake in Wells.....	✓										
STRAKE BELOW SHEER-strake in Bridge ...	✓										
BOAT ON POOR SIDE PLATING .....				25		Single	5/8	2 1/2"	Two	5/8	2 1/4 lapped
BARREN SIDE PLATING .....	✓										
UPPER FORECASTLE SIDE PLATING			28			Single	5/8	2 1/2"	Two	5/8	2 1/4 lapped.

Total No. of W.T. BULKHEADS in Vessel—	3	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
Extending to Upper Deck (Sec. 3 c)	one				
"    Deck next below	Two				
As per Rule	3.				

	Plating Thickness.	VERTICAL.		HORIZONTAL.		Speed of Vessel <i>4 knots</i>	RUDDER—Type.	<i>Only fastest steam wind</i>	<i>--</i>
		Scantlings.	Spacing.	Scantlings.	Spacing.				
MIDSHIP BULKH'D, Upper two decks	✓					" A x D <i>120</i>			
" " Second "	✓					" Diam. of head	<i>5 1/2"</i>		
" " Third "	✓					" Mainpiece at top pintle	<i>as per plan</i>		
" " Holds	<i>32. 26</i>	<i>5 x 3 x 30 BH</i>	<i>30"</i>		✓	" heel			
COLLISION " (in Hold)	<i>38. 30</i>	<i>10 x 3 x 40 BH</i>	<i>24"</i>		✓	" how constructed			
AFTER PEAK " "	<i>30. 30</i>	<i>6 x 3 x 32 BH</i> <i>4 x 3 x 30 BH</i>	<i>24"</i>		✓	" double or single plate coupling, vertical or horizontal	<i>double herring</i>		

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *S.M. open hearth process.*  
*Cornwall Iron Steel Co.; Steel Co. of Scotland; Colvilles Ltd. Dorman Long & Co. Skinningrove Co.*  
Has the Steel been tested as required by the Rules? *Yes.*

EQUIPMENT No 11070										LETTER 77.		ANCHORS.		
Number of Certificate.	Anchor.	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.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.			
36028	1st Bower ...	23	1 0	Stowless			23	6	1 0	23 1/2	Super Improved Swivel	not stated	Sept. 9, 36 J. B. Butler.	
36029	2nd " ...	23	1 14	"			23	8	0 14	23 1/4	do.	do	do.	
36030	3rd " ...	20	2 7	"			21	5	3 21	20 1/4	do	do	do.	
	Collective weight.	67	0 21							66 3/4				
49385	Stream .....	6	0 9	1	2	5	8	7	2 0	6	Ordinary	not stated	Smalley, March 24/36 S. S. Paul.	

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.	Stain-ory.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Diam.		Fathoms.	Ins.	Fathoms.
53041	210	1 7/16	3 1/8	55 1/2	222-2-14	222 1/2	210	1 7/16	SW LINK	Not-stated	Bradley Heath 30/4/56. S. S. Paul.	TOWLINE...	90	3 1/4	21-7	90	3 1/2	4 1/2
												HAWSERS & WARPS	90	6	"manilla	90	6	
												"	90	5	"	90	5	
Iron Steam Cable— Steel Wire	60	3 1/2		25-7 1/2 Ins.			60	3 1/2	1/2 SW	Alex. Young & Sons.								

Steering Gear, ~~Stem~~ *Electric Selenmotor Control* Steering Gear, Hand *Geared to Rudder head*  
Boats *2 Class I Lifeboats 16 x 5 1/2 x 2 1/4* Steering Chains, Size and Test *✓* Windlass *Electric*  
Ceiling in Holds, thickness and material *2 1/2" W.P.* Cargo Battens, thickness, material and spacing *1 1/4" W.P. Close ceiling*  
Cargo Hatchways.—(Upper Deck) *Steel plates & angles } Ritt* Thickness of Hatches *3" W.P. (Cords Patent)*  
*Life*  
Size of No. 1 Hatchway (Forward) *30' x 15'* No. 2 *34' x 15'* No. 3 *✓* No. 4 *✓* No. 5 *✓* No. 6 *✓*  
Number of Shifting Beams ~~under Fore and Afters~~ *Five in each Hatchway.*

Builder's Signature *John C. Coleman* DIRECTOR & MANAGER

**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 (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo be indicated, together with the flash point. The positions in which oil is carried as fuel or cargo should

This vessel is constructed to carry oil fuel in double bottom in way of motor room F.P. above 150°F. Vessel has cruiser stern.

The materials and workmanship are of good quality.

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

The Tanks, decks, bulkheads and flats have been tested in accordance with the rules, with satisfactory results. The requirements of Sections 20 & 314 of the Rules (1935-6) have been complied with as far as applicable.

The freeboard has been verified and the 'markings' cut in on vessels sides.

Windlass and steering gear trials, under working conditions found satisfactory

Extreme breadth of vessel on Beltings 34' 10 1/2"

The amount of Entry Fee ..... £ 4 0 0. Fees applied for, 27 OCT 1936  
\* Special Survey Fee.... £ 64 12 0. Received by me, 29.10.36  
FREEBOARD FEE... £ 8 0 0. Travelling Expenses, if any £ 5 0 0. 30/10  
State whether the Vessel has been built under Special Survey Yes.  
Certificate to be sent to GLASGOW Date of issue 2/11/36  
Signature M. Macleod. Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 27 OCT 1936  
Character assigned  $\gamma$ -100A1  
with freeboards  
10.36.  
Lloyd's at cl.  
+ LMC 10.36.

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Lloyd's Register  
Foundation  
008201-008210-0130 2/2



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 a sister vessel of same builders No 362. "DEVON COAST." Gr. Rep. No 57331.  
Approved Plans forwarded herewith.

1. Midship Section.
2. Profile & Deck Plans.
3. Rudder & Sternframe
- 3(a) Certy Rudder.
4. Aft End Framing
5. Pumping Plan.
6. Engine Seat's D.B. aft.
7. Oil Tanks.
8. Generator & Compressor Seats
9. Rigging Plan.
10. Mast Outtrigger
11. Hatch Plan.
12. Tank top plating in Motor Room.
13. Quadrant & Tiller.

### Forging Certificates.

1. Sternframe
2. Certy Rudder.
3. Tiller
4. Quadrant.

Midship Section (as built) forwarded in advance.

Please return Plans for dealing with Sister Vessel No 364.

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

Mach aft. Oil Engine D.F.  
Wireless. Bruin Stern I.S.D.

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

1st Bower	15-1-20	R.L.	4455	29.5.36.	(incl pin 14-0-4.)
2nd "	15-1-16	R.L.	4454	29.5.36.	( " 14-0-0.)
3rd "	12-2-15	R.L.	4296	14.4.36.	( " 14-0-0.)

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle 23 ft.  
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

No. and Material of Decks One dk (sh) & Shelter dk (sh)

Official No. 164303; Signal Letters \_\_\_\_\_  
Is bottom of vessel coated with cement Yes if not give particulars of composition \_\_\_\_\_

### PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	✓		Fore peak tank,		
Double bottom, under Engines and Boilers,	✓		After peak tank,		64½
Double bottom, if under Engines only, Oil fuel 50%	34	54	Deep tank, aft,		28
Double bottom, if under Boilers only, Lub. Oil. 5	14	6	Deep tank, forward,		✓
Double bottom, forward, of Motor Room.	106	155½	Other tanks, if fitted,		✓
TOTAL LENGTH OF D.B. = 154.	Total capacity of double bottom	218½	(If necessary, furnish further information by sketch.)		✓

\* The wells are not to be included in the lengths of the tanks (See Circular No. 1284).

Order for Special Survey No. 6270

Date 16. 12. 35

Dates of Surveys held while building

1936 Jan.: 15. 30 Feb.: 4. 13. 18. 24 Mar.: 4. 6. 11. 19. 30 Apr.: 8. 16. 29 May.: 7. 12. 13. 18. 20. 25. 26. 30 June.: 3. 9. 11. 16. 18. 23. 26 July.: 8. 13. 22. 29 Aug.: 3. 7. 17. 20. 21. 24. 26. 31 Sep.: 4. 7. 9. 12. 14. 18. 23. 24. 30 Oct.: 7. 14. 21. 22

Total No. of Visits 54