

STEEL STEAMER ~~OR MOTORSHIP~~

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 **22<sup>ND</sup> NOVEMBER 1945** Port of **GLASGOW**No. **70229**Survey held at **GLASGOW** Date First Survey **5-7-44** Last Survey **16-11-1945**On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) **TWIN SCREW TRANSPORT FERRY 3042 MACHINERY AFT.**State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) **SPECIAL TYPE** State Type of Erections **FLUSH DECK**TONNAGE under Tonnage Deck... **-**CLASS FOR GOV. SERVICE (State if with freeboard as condition of Class) **No**Built at **GLASGOW**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) **L330-08P**Launched **31<sup>ST</sup> JAN. 1945** Yard No. **1298**

Total

Breadth (greatest moulded) **B 54-0**Builders **MESSRS HARLAND & WOLFF LTD**Gross Tonnage **4,157-22**Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) **D 27-0**Owners **THE ADMIRALTY**Register Tonnage **2,430-20**1st Longitudinal Number (L x B) **= -**Managers **-**2nd Numeral L x (B + D) **= -**

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

REGISTERED DIMENSIONS.  
FEET.Length **-**Framing Depth "d," at middle of length. See Sec. 3 (1d) **-**Residence **-**Breadth **-**Proportions—Depth to Length—Uppermost continuous deck to top of keel **-**Port of Registry **-**Depth **-**Draught Moulded **12'-2"**

If surveyed while building, afloat, or in dry dock

**WHILE BUILDING, AFLOAT AND IN DRY DOCK**

## FRAMES, DOUBLE BOTTOM AND BEAMS.

SEE RPT 1 <sup>X</sup> FOR LONG <sup>1</sup> FRAMING	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 FR: 51-59</b>	24	LBS.	<b>Bracket Floors, Frame</b>	LBS
<b>BULKHEAD II</b>	24		<b>Reversed Frame</b>	
from 1/2 length amidships to Collision bulkhead	24		<b>Vertical Struts</b>	
in peaks	24		<b>Centre Girder, depth and thickness amidships</b>	
<b>SIDE FRAMING.</b>			<b>top Angles</b>	
Frame Amidships, Angle, [ ] TO COLL BHD 6 3 11-12			<b>bottom Angles</b>	
51 TO A.P. BHD 6 3 11-37			<b>Side Girders, No. each side and thickness</b>	
Extends up to LOWER DECK			<b>Margin Plate depth (excl. of flange) and thickness</b>	
<b>Reversed Frame Amidships, Angle</b>			<b>Vertical Angle to Tank side</b>	
Extends up to			<b>Bracket abaft 1/2 len. from stem</b>	
<b>Depth of Framing Girder</b>			<b>Vertical Angle to Tank side</b>	
<b>Frames in Uppermost Continuous Tween Decks, Angle, [ ]</b>	5 3 9-93		<b>Bracket from forward 1/2 len. from stem to Panting Area</b>	
<b>UPPER 8 AFT OF FR 51</b>	5 2 8-19		<b>Gussets, spacing and scantling abaft 1/2 len. from stem</b>	
<b>Second Tween Decks, Angle, [ ]</b>			<b>Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area</b>	
<b>Third</b>			<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	
<b>from 1/2 len. for'd. to 1/2 len. from Stem</b>			<b>INNER BOTTOM PLATING.</b>	
<b>in Peaks, Angle, [ ]</b>	6 3 11-37		<b>Breadth and thickness of Middle Line Strake</b>	
<b>Diameter and Spacing of Rivets through Frame and Shell Plating</b>	3/4 @ 18 to 54		<b>Thickness of remainder in Holds</b>	
<b>Ship</b>	5/8 @ 3 3/4 to 4 1/2		<b>Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. &amp; B. space and framing in Bunkers and Boiler Room?</b>	
<b>State if Frame Joggled</b>	YES		<b>BEAMS.</b>	
<b>Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?</b>	AS PER APPD		<b>Uppermost Continuous Deck, amidships</b>	5 2 1/2 8-49 B.A. AFT OF 51
<b>Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?</b>	AS APPD		<b>in Walls, Angle, [ ] or [ ]</b>	7 3 13-6 B.A.
<b>SINGLE BOTTOM. AFT OF BOILER ROOM</b>			<b>in way of Bridge, Angle, [ ] or [ ]</b>	4 3 6-83 O.A. FORP OF 7
<b>Floors, Depth and thickness at mid-line in Holds</b>			<b>Spacing</b>	24
<b>Height of Brackets at side above base line at toe of frame</b>			<b>MAIN</b>	5 3 8-60 O.A. FORP OF 11
<b>Middle Line Keelson, on Floors, Angles, [ ] or [ ]</b>	AS PER		<b>Second Deck, amidships, Angle, [ ] or [ ]</b>	5 2 1/2 8-49 AFT OF 51
<b>Through Plate or Intercoastal Plate</b>	AS PER		<b>Spacing</b>	24
<b>Foundation Plate on Floors</b>	AS PER		<b>LOWER</b>	6 3 11-37 FORP OF 7
<b>Flat Plate Keel Angles</b>	AS PER		<b>Third Deck, amidships, Angle, [ ] or [ ]</b>	5 2 1/2 8-49 AFT OF 51
<b>Side Keelsons, No. each side</b>	AS PER		<b>Spacing</b>	24
<b>thickness of Intercoastal Plate</b>	AS PER		<b>Fourth Deck, amidships, Angle, [ ] or [ ]</b>	
<b>Angles</b>	AS PER		<b>Spacing</b>	
<b>DOUBLE BOTTOM.</b>			<b>Poop Deck, Angle, [ ] or [ ]</b>	
<b>Solid Floors, thickness and spacing</b>			<b>Spacing</b>	
<b>Are Frame and Reversed Frame joggled</b>			<b>Bridge Deck, Angle, [ ] or [ ]</b>	
<b>Bracket Floors, breadth and thickness at middle line</b>			<b>Spacing</b>	
<b>breadth and thickness at margin plate</b>			<b>Forecastle Deck, Angle, [ ] or [ ]</b>	
			<b>Spacing</b>	

# 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.
	LBS			LBS		
<b>PILLARS, No. of Rows.</b> <i>BELOW LOWER DK</i>			<b>CR LINE BHP</b> ✓			
<i>1 ROW (P+S) WIDE SPACED</i>			<b>PILLARS &amp; LONG BHD (P+S)</b> ✓			
in 'tween Decks, Size and Spacing.....						
" " " " " "			<b>CENTRE LINE BHD</b> ✓			
" " " " " "						
in Holds " " " "			<b>WIDE SPACED PILLARS</b>			
" " " " " "			<b>AND DECK GIRDERS</b>			
" " " " " "			<b>AND LONG BHD</b>			
<b>Centre Line Bulkhead.</b>			<b>AS PER</b>			
Stiffeners and Spacing.....			<b>APPD PLANS.</b> ✓			
Plating, thickness of .....						
<b>STRINGERS AND DECKS.</b>						
<b>Uppermost Continuous Deck.</b>						
Stringer Plate, breadth and thickness in Wells	54	x 15-12	FORD ✓			
" " " " " " in way of Bridge			10 AFT ✓			
" " " " " "	4	4	12-75 ✓			
" Angle in Wells .....	3	3	6-04 ✓			
Thickness of Plating abreast Deck openings						
in way of Wells .....	15	8	12 ✓			
Thickness of Plating abreast Deck openings						
in way of Bridge .....			12 ✓			
Thickness of Plating within line of openings...			12 ✓			
If Sheathed, material and thickness .....			10 ✓			
<b>Second Deck.</b>						
Stringer Plate, breadth and thickness in Wells...	16 1/2	x 10.	✓			
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.....	64	x 10	✓			
If Plated, state thickness.....						
<b>Fourth Deck.</b>						
Stringer Plate, breadth and thickness.....						
If Plated, state thickness .....						
<b>Poop 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>Forecastle Deck.</b>						
Stringer Plate, breadth and thickness.....						
Plating, Sheathing, material and thickness .....						

## SHELL PLATING.

SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	UPPER EDGES.			
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?		BUTTS.	
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.	RIVETS.	No. OF ROWS OF RIVETS.	RIVETS.
FLAT PLATE KEEL .....	72	20	40	20		DOUBLE	3/4 3	3	3/4 2 5/8 LAPPED.
<i>BRG. (if any)</i>									
A		15	40	15				3-2	" "
B		15	40	15				"	" "
C		15	30	15				"	" "
BOTTOM PLATING, No. of Strakes ..... 4									
E		15	17 1/2	15				2	" "
F		14	14	12				"	" "
SIDE PLATING, No. of Strakes ..... 3								"	" "
G		14	12	12				"	" "
H		14	10	10				"	" "
UPPER DECK, Sheer-strake in Wells.....	51	20	12	12				3-2	" "
UPPER DECK, Sheer-strake in Bridge ...									
STRAKE BELOW Sheer-strake in Wells.....	63	14	10	10		SINGLE	" "	2	" "
STRAKE BELOW Sheer-strake in Bridge ...									
POOP SIDE PLATING .....									
BRIDGE SIDE PLATING ...									
FORECASTLE SIDE PLATING									

## WATERTIGHT BULKHEADS.

<b>Total No. of W.T. BULKHEADS in Vessel—</b> 11.	
Extending to Upper Deck (Sec. 3 c) } <b>AS PER APPD</b>	
Deck next below } <b>PLAN OF W.T. COMPARTMENTS</b>	
<b>3 COMPLETE BHDs; 1 TO UPPER DK + 2 TO 2ND DECK.</b> ✓	
As per Rule	

## 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> .....				
<b>STERN FRAME</b> { Propeller Post .....				
Rudder .....				
<b>Speed of Vessel</b> 14 KNOTS ✓				
<b>RUDDER—Type</b> (TWIN) .....				
A x D .....				
Diam. of head .....				
Mainpiece at top pintle .....				
" " heel .....				
how constructed .....				
double or single plate .....				
coupling, vertical or horizontal .....				

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
<b>NO 32</b> BELOW LOWER DK	LBS	CR TANK		WING TANKS	
<b>MIDSHIP BULKHEAD, Upper 'tween decks</b>	19 1/2	8x3x15-6BA	20-24 1/2	8x3x15-6BA	25 1/2
<b>BETWEEN LOWER &amp; MAIN DKs</b>					
" <b>AT SIDES ONLY</b> ✓	8 LBS	5x3x8-1 0A.	28 1/2	✓	✓
" <b>Third</b> " "					
" <b>Holds</b> .....					
<b>COLLISION</b> " (in Hold) No. 7 ✓	10	6x3x10-1BA	20 To 24 1/2	✓	✓
<b>AFTER PEAK</b> " " 59 ✓	12-10	8x3x16-59BA	20 To 24 1/2	1 @ ✓	AT TOP OF SKEL ✓
		6x3x11-37BA	24	2 @ ✓	

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) **OPEN HEARTH.** ✓

**STEEL COMPANY OF SCOTLAND**  
**COLVILLES LTD**

**SMITH & MCLEAN**  
**DORMAN LONG LTD**

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

EQUIPMENT No.										LETTER										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.				Cwts.															
		1st Bower ...																											
		2nd " ...																											
		3rd " ...																											
		Collective weight.																											
		Stream .....																											
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- Break- ing.		Supplied.				Per Rule.		Length. Diam.								Length. Cir.		Tons.		Length. Cir.					
		Fathoms. Ins.		Tons. Tons.		Cwts. qrs. lbs.				Cwts.		Fathoms. Ins.								Fathoms. Ins.		Tons.		Fathoms. Ins.					

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 AN ADMIRALTY TRANSPORT FERRY AND PLANS OF THIS TYPE ARE AVAILABLE IN THE LONDON OFFICE.

**DAMAGE:—** Whilst vessel was being towed from Elderslie Graving Dock to Balnair Basin on 10<sup>th</sup> October 1945, it was stated that she collided with L.S.T. No 3032 moored in Balnair Basin.

On examination of vessel afloat found shearstrake plates Nos 9 & 10 from aft on port side set in at their common butt & 2 longitudinal frames, 2 deep transverse webs & wing plate of one transverse bulkhead in way more or less set in & buckled.

**DAMAGE REPAIRS:—** Shearstrake plates Nos 9 & 10 from aft on port side cropped, part removed, faired & replaced, E.W. at cropped butts. 1 longitudinal frame cropped & part removed, faired, & replaced, E.W. at butt where cropped. 1 " " faired in place.

2 deep transverse webs cropped & part renewed, E.W. at butts where cropped.

Wing plate of transverse bulkhead cropped & part renewed, part rusted & part E.W. where cropped.

**Removals:—** Tank air pipes, bottoms & shelving in berthon magazine, bunks, lockers, side & overhead linings in way of damage removed & replaced with part new material as necessary.

New & disturbed work cleaned & re-coated.

On completion, shell & bulkhead in way of repairs hose tested & found satisfactory.

Geo. Lockburn,  
Glasgow. 22-11-45

Trans. Fry. No 3041

This vessel is a duplicate of Messrs Harland & Wolff's yard No 1297. (Gls. Rpt. No 69700 dated 19/6/45).

PARTICULARS OF ELECTRIC WELDING (if employed) **BILGE KNUCKLES AT FORE AND AFTER ENDS.**

**MAIN DECK STRINGER PLATE CHOCKS AT FORE END, WEB PLATES TO CROSSING SEAMS**

**LOWER DECK TO SHELL FRAMES 51 TO 61. AND MINOR DETAILS. HATCH WEBS, HATCH SIDES**

**CANTILEVERS, BRACKET FACE PLATES.**

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

**FITTED FOR OIL FUEL**, F.P. ABOVE 150°F, **FLAT CRUISER STERN, GYRO-COMPASS, WIRELESS.**

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

1st Bower

2nd "

3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop — ft., R.Q.B. — ft., Bridge — ft., Forecastle — ft.

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

Official No.

Signal Letters

Extreme Breadth over Belting

55-2 3/4

Over-all Length WITH BOW DOORS CLOSED

No. and Material of Decks

2 DKS (STL) 3RD DM (STL) CLEAR OF E & B SPACE.

Parts of Bottom of Vessel coated with cement or approved composition. **BALLAST TANKS, W.T. COMPTS; PETROL TANK COMPT & SHAFT**

**COMPT COATED WITH BITUMASTIC, F.W. TANK COATED WITH "BITUROS" ENAMEL. OIL FUEL COMPTS COATED WITH MINERAL OIL & ELSEWHERE PAINTED.**

Particulars of composition (if fitted) and of approval. **MAKERS OF "BITUROS" AND "BITUMASTIC" — WAILES DOVE.**

PARTICULARS OF WATER BALLAST:—

(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Walls 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,			<b>DEEP TANK</b>		
Double bottom, under Engines and Boilers,			Fore peak tank, 11-17	24	307 S.W.
<b>MAIN FEED TANK IN E. ROOM</b>			<b>AFTER PEAK (TRIMMING TANK)</b>	30	146.5 S.W.
Double bottom, if under Engines only,	6.0 F.W.	12.0.	Deep tanks aft, 17-28	88	1494 S.W.
<b>RESERVE FEED TANK</b>			<b>FRESH WATER TANKS FORWARD OF 36</b>	30	209 F.W.
Double bottom, if under Boilers only,	20.0 F.W.	39.0	Other tanks, if fitted,		214 S.W.
Double bottom, forward,			(If necessary, furnish further information by sketch.)		
Total length (if continuous) and Capacity					

Order for Special Survey No. 6752

Date

28.12.44

Dates of Surveys held while building

1944 Jul 5.7.19.25.27.31. Aug 3.10.14.17. Sep 21.27.29 Oct 3.5.9.11.13.16.19.24.27.30 Nov 2.7.9.13.14.16.20.22.28 Dec 7.11.15.19.21.25.27.29 1945 Jan 4.6.9.10.11.12.16.17.18.19.22.23.25.26.29.30.31 Feb 2.6.9.12.14.21.23.27 Jun 18.22.29 Jul 6.10.13.17 Sep 28 Oct 3.9.11.16.23 Nov 2.9.16

Total No. of Visits 82

Rpt. 1\*.

## PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.			AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.						
			In Ship.			In Ship.				Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads.			
			In.	In.	LBS.	In.	In.	LBS.		Diam. Ins.	Speng. Ins.		Number.	Diameter. Inches.		
Framing of <del>T, L or E</del>																
Frames in Bridge between Decks	No. 1		5	3	9.43	5	3	9.43				3/4	4 1/2	4 1/2	4	5/8
Frames from Uppermost Continuous Deck	" 2		"	"	"	"	"	"				"	"	"	"	"
	" 3		"	"	"	"	"	"				"	"	"	"	"
	" 4	MAIN DECK ✓				MAIN DECK ✓										
	" 5		5	3	9.43	5	3	9.43				3/4	4 1/2	4 1/2	4	5/8
	" 6		"	"	"	"	"	"				"	"	"	"	"
	" 7	LOWER DECK ✓				LOWER DECK ✓										
	" 8		7	3	13.6	7	3	13.6				3/4	4 1/2	4 1/2	7	3/4
	To " 15		"	"	"	"	"	"				"	"	"	"	"
	" 16	LONGIT <sup>L</sup> BHD ✓				LONGIT <sup>L</sup> BHD ✓										
	17 to 19		7	3	13.6	7	3	13.6				"	"	"	"	"
	" 20	INTER <sup>L</sup> GIRDER ✓				INTER <sup>L</sup> GIRDER ✓										
	21 to 23		7	3	13.6	7	3	13.6				"	"	"	"	"
	" 24	C <sup>R</sup> LINE BHD ✓				C <sup>R</sup> LINE BHD ✓										
	" 45															
	" 48															
ng of Amidships SIDES		24" TO 30"														
udinal BOTTOM		20" TO 26 1/4"														
mes At Ends		" "														
Tank Top Longitudinals																
Bottom																
Longitudinals	(Amidships)															
	(At ends...)															
Transverses.																
(cks) Depth and Thickness		12 - 10				12 - 10										
Face Angles		4" FL ✓				4" FL ✓										
Lugs to Shell * X		3 3 4.89				3 3 4.89						3/4	3 7/8			
Depth and Thickness		15 X 10				15 X 10										
Face Angles		4" FL ✓				4" FL ✓										
Lugs to Shell * X		3 3 4.89				3 3 4.89						3/4	3 1/2			
Depth and Thickness		24 X 10				30 X 10			(FORD (AFT AS APPD) ✓							
Face Angles		4 2 1/2 7.81				4 2 1/2 7.81										
Lugs to Shell * X		3 3 4.89				3 3 4.89						3/4	3 3/4			
" " Back Bars																
Brackets		10 LBS FL 4 1/2				10 FL 4										
Spacing of Transverse Frames...		8'-0"				4'-0"										
* State if joggled or liners.																

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.

1m, 11, 42. T.

*Character assigned*

1-A-

Lloyd's Register  
page.  
Foundation

0187 3/3