

STEEL STEAMER OR MOTORSHIP

Received at London Office

28 JUN 1945

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 29.5.45 Port of ABERDEEN No. 21635Survey held at ABERDEEN Date First Survey 21.9.44 Last Survey MAY 28 1945On the STEEL SINGLE SCREW FIREBEAMState Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLING State Type of Erections F. B. & R.Q. DECKSTONNAGE under Tonnage Deck 1178.51 CLASS 100 A.1. State if with freeboard as condition of Class Yes Built at ABERDEENDo. 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) 242.75 Launched 16.3.45 Yard No. 785Total 1178.51 Breadth (greatest moulded) B 39.33 Builders Hall Russell & Co. Ltd.Gross Tonnage 1553.73 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) 18.5 Owners Gas Light & Coke Co.Register Tonnage 892.58 1st Longitudinal Number (L x D) 4490.875 Managers ✓ (Where necessary to be entered in Reg. Book)2nd Numeral L x (B + D) 14038.23 Residence London W.8.GISTERED DIMENSIONS. FEET 217.0 Port of Registry LONDON39.6 If surveyed while building, afloat, or in dry dock16.6 Draught Moulded 16.9 First Entry

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.
FRAMES, Spacing amidships	27" ✓		Bracket Floors, Frame	✓ ✓ ✓	
" " from 1/2 length amidships to Collision bulkhead	✓ ✓ ✓		" " Reversed Frame	✓ ✓ ✓	
" " in peaks	24" AFTER PEAK. 0-11		" " Vertical Strake	✓ ✓ ✓	
DE FRAMING. BRIDGE FRAMES. 5" 23" FORE PEAK. 26" B.A.			Centre Girder, depth and thickness amidships	32" x 10 1/2" x 36" B.S. 52	
Frame Amidships, Angle, E or F. R.Q.D. 7" 3" 38" B.A. 29-67 18-10			" " top Angles	DOUBLE 3" 3" 36" 16" 34"	
" " Extends up to uppermost continuous deck	32" 73-92		" " bottom Angles	DOUBLE 32" 32" 38"	
Reversed Frame Amidships, Angle	3" 3" 16"		" " Vertical angles	6" 3" 32"	
" " Extends up to Double under Engines + Thrust.			Side Girders, No. each side and thickness. RNR.	32" Top & Bottom ang. 3" x 3" 5"	
FRAMES IN TANKS. 3" 3" 5/16"			Margin Plate depth (excl. of flange) and thickness	1/2" Height Girders as app.	
Depth of Framing Girder	as stated		" " Vertical Angle to Tank side	2" 1/2" 4" 2" 1/2"	
Frames in Uppermost Continuous 'tween	8" 3" 39" B.A. 11-12.13 to 17.5		Bracket abaft 1/2 len. from stem	Longe Girder in way Hold	
Decks, Angle, E or F	5" 3" 44" 13-17.5		" " Vertical Angle to Tank side	9" x 3" x 10" B.A.	
" " Second 'tween Decks, Angle, E or F	6" 3" 41" 18-23		Bracket from forward 1/2 len. from stem to Panting Area		
" " Third	8" 3" 32" 25-27		Cassets, spacing and scantling abaft 1/2 len. from stem		
" " from 1/2 len. for'd. to 15% len. from Stem	8" 3" 35" 28-32		Cassets, spacing and scantling from forward 1/2 len. from stem to Panting Area		
" " in Peaks, Angle or F	3" 3" 29" A = FOLE INTERMEDIATE.		Tank Side Brackets, height above base line at toe of Frame and thickness	11.1" x 38" 3/4" 22"	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/4" RIVETS FOR 21.5" x 27" (MULTIPLE PUNCHED) IN SIDE FRAMES		INNER BOTTOM PLATING.		
State if Frame Joggled	Yes		Breadth and thickness of Middle Line Strake	38" 1/2" 34"	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	as approved		Thickness of remainder in Holds	31" 1/2" 32"	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	as approved		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?	as approved	
SINGLE BOTTOM. Boiler Room Floors Engine " 50" (open) 32"			CANTY BEAMS.	1" 3" 30" A.	
Floors, Depth and thickness at mid line in Holds	✓ ✓ ✓		BEAMS. Uppermost Continuous Deck, amidships in Wells, Angle, E or F	1" 3" 30" A. HALF BEAMS.	
Height of Brackets at side above base line at toe of frame. W. B.S.	3.8"		" " in way of Bridge, Angle	6" 3" 10" B.A.	
Middle Line Keelson, on Floors, Angles	12" 32" 45" B.A. Double		" " E or F	5" 3" 26" B.A. under Deck	
IN B. SPACE E or F	52"		Spacing	on every frame	
Through Plate or Inter-coastal Plate	✓ ✓ ✓		R. Q. Second Deck, amidships, Angle, E or F	1" 3" 30" A. HALF BEAMS.	
Foundation Plate on Floors	✓ ✓ ✓		" " 5" 3" 25" B.A. at Casings		
" " Flat Plate Keel Angles in B. SPACE	4" 4" 18"		Spacing	on every frame	
Side Keelsons, No. each side	9" 32" 52" B.A.		W.T. Keel: aft.	5" 3" 30" B.A. = 1-8	
" " thickness of Intercoastal Plate	16"		Third Deck, amidships, Angle, E or F	1" 3" 30" A = REM.	
" " Angles	✓ ✓ ✓		Spacing	on every frame	
DOUBLE BOTTOM. Floors in 3rd & 4th Peaks	32"		W.T. Keel: Forward	7" 3" 36" B.A.	
Solid Floors, thickness and spacing	32" B.S. 42		Fourth Deck, amidships, Angle, E or F	5" 3" 30"	
" " Are Frame and Reversed Frame joggled?	Yes		Spacing	on every frame	
Bracket Floors, breadth and thickness at middle line	✓ ✓ ✓		3rd P. Strainer	6" 3" 38" B.A.	
" " breadth and thickness at margin plate	✓ ✓ ✓		Peep Deck, Angle, E or F	6" 3" 38" B.A.	

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 <i>as approved.</i>					Stringer Plate, breadth and thickness in way of Bridge <i>CASING</i>				
<i>Dec + L.D.</i>					Thickness of Plating abreast Deck openings <i>in way of Wells</i>				
in 'tween Decks, Size and Spacing <i>3 1/2 3 1/2 3 1/2 spaced 46</i>					Thickness of Plating abreast Deck openings <i>in way of Bridge under Steering gear</i>				
<i>R.Q.D. Twin 5th aft</i>					Thickness of Plating within line of openings				
<i>Engine Room 19 frame 7 x 3 1/2 Channels P45</i>					If Sheathed, material and thickness <i>2 1/2" Wood sheathing aft</i>				
<i>in Holds</i>					<i>Third Deck Fore Peak Stringer</i>				
<i>Centre Line Bulkhead</i>					Stringer Plate, breadth and thickness <i>27 34</i>				
<i>Stiffeners and Spacing</i>					If Plated, state thickness				
<i>Plating, thickness of</i>					<i>Fourth Deck W.T. Keel aft</i>				
STRINGERS AND DECKS.					Stringer Plate, breadth and thickness <i>angle</i>				
Uppermost Continuous Deck.					If Plated, state thickness <i>34 and 26</i>				
Stringer Plate, breadth and thickness in Wells <i>70 1/2 x 6 1/2 34 79 1/2 x 6 1/2 34 82 x 4 1/2 34</i>					<i>Deep Deck W.T. Keel Forward</i>				
in way of Bridge <i>82 x 4 1/2 34</i>					Stringer Plate, breadth and thickness <i>angle</i>				
Angle in Wells <i>5 x 5 x 5 1/2 3 1/2 x 3 1/2 forward under Bridge</i>					Plating, Sheathing, material and thickness <i>34</i>				
Thickness of Plating abreast Deck openings <i>in way of Wells under Bridge</i>					Bridge Deck.				
<i>34</i>					Stringer Plate, breadth and thickness <i>angle</i>				
Thickness of Plating abreast Deck openings <i>in way of Bridge under Deck</i>					Plating, Sheathing, material and thickness <i>30 with 2 1/2 O.P.</i>				
<i>34</i>					Forecastle Deck.				
Thickness of Plating within line of openings					Stringer Plate, breadth and thickness <i>angle</i>				
If Sheathed, material and thickness					Plating, Sheathing, material and thickness <i>30 + 50 under Windlass</i>				
<i>R. Q.R.</i>									
Second Deck.									
Stringer Plate, breadth and thickness <i>6 1/2 x 5 1/2 34 6 1/2 x 5 1/2 34</i>									
<i>angle = 5 x 5 x 5 1/2 3 1/2 x 3 1/2</i>									

SHELL PLATING.

SCANTLINGS.						RIVETING. <i>approved in case of "CORFEN"</i>							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	UPPER EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? <i>no.</i>	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.....	58 $\frac{1}{2}$	53	49	49		D. R. 48	$\frac{3}{4}$	3	A. R.	$\frac{3}{4}$	28	LAPPED.	
„ Dblg. (if any)													
Bottom Plating, No. of Strakes2.....	A. 80 $\frac{1}{2}$	47	58	59	53 + 51 in fore Peak.	D. R. 48	$\frac{3}{4}$	3	3 R TO 2 R.	$\frac{3}{4}$	28	LAPPED.	
	B. „		55	44		„	„	„	„	„	„	„	
Bilge Plating, No. of Strakes1.....	C. 69 $\frac{1}{2}$		44	43	39 in a Peak 53 „ 3.	„	„	„	„	„	„	„	
	D. 69		38	39		„	„	„	„	„	„	„	
Side Plating, No. of Strakes2.....	E. 65			40 + 43	Don plates 44	„	„	„	„	„	„	„	
						„	„	„	„	„	„	„	
Upper Deck, Sheer-strake in Well.....	G. 49 $\frac{1}{2}$	48 R.Q.D.	44	43	87 at Break 38.3 Peak. 39 a Peak.	S. R. 22	$\frac{3}{4}$	$\frac{1}{8}$ AT BREAK 32.5	„	$\frac{3}{4}$	$\frac{1}{8}$ AT BREAK 27.8 + 3.6	„	
		59 U.D.				„	„	„	„	„	„		
Upper Deck, Sheer-strake in Bridge.....	H. 52 $\frac{1}{2}$	51		40	39 a Peak.	„	$\frac{3}{4}$	3	„	$\frac{3}{4}$	28	„	
Strake below Sheer-strake in Well.....	F. 49	47	47		40 + 38 in 3 Peak. 50 at Break.	D. R. 48	$\frac{3}{4}$	„	„	$\frac{3}{4}$	28	„	
Strake below Sheer-strake in Bridge ...								AT BREAK 32					
BULWARK													
Deep Side Plating.....		25	25	25					1. R (2. R AT BREAK)	$\frac{3}{4}$	34 32	LAPPED.	
SHEER													
Bridge Side Plating.....		32				S. R.	$\frac{3}{4}$	3	1. R.	„	28	„	
Forecastle Side Plating			32			„	„	„	„	„	„	„	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	THREE
Deck next below	ONE
As per Rule	and as approved.

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar				
STEM		7 1/2 x 17 1/8	Bairds & Scottish Steel Ld.	
STERN FRAME	FORGED	8 x 5 1/2	T.S. Foster & Sons	
Propeller Post	SCRAP STEEL	6 1/2 x 5 1/2	Sunderland	
Rudder				
Speed of Vessel		12 KNOTS.		
RUDDER—Type	Forged	236.5	T.S. Foster & Sons	
A x D.				
Diam. of head		7 1/8		
Mainpiece at top pintle		7 x 6 1/8		
heel		6 1/2 x 3 1/2		
how constructed		as approved.		
double or single plate coupling		17 x 18	Sic 28 filled Boels	
vertical or horizontal				

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)			
	Smith & McLean Ld.	The Steel Co. of Scotland Ld.	Connell Iron Co Ld.	Dorman Long & Co. Ld.
	Bairds & Scottish Steel Ld.	The Lanarkshire Steel Co. Ld.	Colvilles Ld.	
	Has the Steel been tested as required by the Rules? <i>Yes.</i>			

EQUIPMENT No. 14941-1A ✓												LETTER 7 ✓		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.					
46325	1st Bower	20	3	21	STOCKLESS			29	7	2	0	✓	30½ ✓	"Byers Improved"	✓	Stand 24-8-11 Dorey
46326	2nd "	20	3	0	"			29	3	2	0	✓	30½ ✓	" "	✓	" " "
	3rd "												26			
	Collective weight						✓						87			
59530	Stream	7	3	17	2	0	0	10	0	1	7	✓	7¾ ✓	O.F.W.I.	✓	C.H. 26-2-15 Norman

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.		Without Breaking Test of Steel Wire.	Length and Size per Table 53.	
	Length.	Diam.	Stations.	Break- ing.	Supplied.	Per Rule.	Supplied.	Per Rule.	Length.	Diam.					Length.	Ins.		Length.	Ins.
69279	210	1 5/8	✓	✓	283	1	✓	✓	210	1 5/8	✓	✓	✓	✓	90	3 1/4	✓	90	3 1/4
															6@90	2 1/2	✓	6@90	2 1/2
	75	3 3/4	✓	✓	29 5/8		✓	✓	75	3 3/4	✓	✓	✓	✓			✓		

Steering Gear, Type (Power or hand) **DONKIN & CO. 1st 8x7 1/2** Alternative Means of Steering **Hand operation**

Steering Chains (Size and Test) **none** **STEAM Windlass CLARKE CHAPMAN 8x11** **1:21x7.25x2.85. MOTOR**

Ceiling in Holds, thickness and material **Tank Top plating, increased .08" under** **Boats 1:20.0x7.0x2.75. LIFEBOAT**

Cargo Hatchways.—(Upper Deck) **Steel plates and angles. Side coamings 11** **Cargo Batts, thickness, material and spacing none**

Size of Hatchways No. 1 (Fwd.) **45'3" x 25'9"** No. 2 **35'3" x 25'9"** No. 3 **35'3" x 25'9"** No. 4 **✓** No. 5 **✓** No. 6 **✓**

Number of Shifting Beams and/or Fore and Afters **as per Macgregors approved Plan 27.4.44** **Macgregors steel covers**

Builder's Signature **For HALL RUSSELL & Co., Ltd.**

Director & General 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 **no** (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo **no** 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).

This ship has been built, in conformity, with the Society Rules and Regulations, and the Secretary's letters. The scantling and arrangements, are in accordance with, or equivalent to those shown, on the approved Plans.

The materials and workmanship are good.

The Peaks, D.B. Tanks, Bulkheads, Weather Decks and Sidelights, have been satisfactorily tested. The freeboard markings have been cut in and verified.

The Windlass and Steering Gear arrangements, have been tried, under working conditions and found satisfactory.

ECHO SOUNDING GEAR fitted

The approved plans, as per attached list are forwarded herewith.

* Mid. Deep Tank tested. See letter 3.7.45

The amount of Entry Fee..... £ 5 : 0 : 0. Fees applied for, 5.6.1945.

Special Survey Fee..... £ 152.14.0. 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.A.1.** **WITH FREEBOARD.** **Cargo Batts not fitted.**

Signature **T. Richardson.** Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to **ABERDEEN.** Date of issue **27/7/45.**

Committee's Minute **Glasgow** **FRI. 29 JUN 1945**

Character assigned **+100A1**

"with freeboard"

Lloyd's A+C.P. "Cargo battens not fitted"

+LMC 5.45 Spl.

F.D. C.L. 06.

Note for S.R.L.

mach. aft.

Lloyd's Register Foundation

0146 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.)

PARTICULARS OF ELECTRIC WELDING (if employed)

A number of minor fittings have been E.W., but no structural items that affect the seaworthiness of the vessel.

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

Cargo bottom not fitted

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

1st Bower 17.0.0. A.E. Galliford 6022. Sunderland. 9.6.11.
2nd " 17.0.10. " 6058. " 16.6.11.
3rd " " " " " "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Peep 148.58 ft., R.Q.D. 15.75 ft., Bridge 15.75 ft., Forecastle 24.5 ft.

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

Official No. 180563. Signal Letters. Extreme Breadth over Belting 39.5. Over-all Length 256.7. PLATING (Circ. 1611) (Circ. 1703)

No. and Material of Decks ONE DECK STEEL.

Parts of Bottom of Vessel coated with cement or approved composition. Inside of aftmost Tank under Engines coated with "CAMREX". Boiler Steel Tank: "HYDROSHANTI". Open Bigger under Boilers: approved Bitumen and Enamel.

Particulars of composition (if fitted) and of approval Bottom coated with Portland cement + sand. Inside of Tanks are cement washed.

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 Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,			Fore peak tank,	99. FORWARD UPPER.	63.
Double bottom, under Engines and Boilers,	12.17. N° 3.	11.5.	After peak tank,	2.7.	18.
Double bottom, if under Engines only,	6.12. N° 4.	12.3.	FORE PEAK		
Double bottom, if under Boilers only,	24.70. N° 2.	103.6.	Deep tank, aft,	99. FORWARD LOWER	91.
Double bottom, forward,	70.99. N° 1.	64.9.	Deep tank, forward,	67.73.	58.
Total length (if continuous) and Capacity	168.3.	64.5.	Other tanks, if fitted,		
			(If necessary furnish further information by sketch.)		

Order for Special Survey No.

1978.

Date 16.8.11

Dates of Surveys held while building

1914 September 21.27. October 2.13.18.27. November 7.11.20.23.27.
" December 1.6.13.14.18.20.21.27.
1915 January 8.15.17.22. February 5.9.13.15.21.26.27.28.
" March 1.2.5.7.9.12.13.14.16.19.26.29.30. April 5.12.18.20.25.
" May 1.11.15.17.18.22.23.24.25+28

Total No. of Visits 59