

ADMIRALTY
CASE

Rpt. 1.

DISCLOSED

SECTION

No. 825C

STEEL STEAMER or MOTORSHIP.

(TUG) NIN RINTOW LION"

Received at London Office

DISCLOSED

SECTION

No. 825C

No. 50966

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 *November 26th, 1940.* Port of *Selly and Hull*
Survey held at *Selly and Hull* Date First Survey *October 31st, 1939.* Last Survey *November 22nd 1940*

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Single Screw Steam Tug "PRUDENT"*

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Hull Scantling* State Type of Erections *Forecastle*

TONNAGE under Tonnage Deck... <i>444.26</i>	CLASS <i>100 A-1.</i>	State if with freeboard as condition of Class <i>No.</i>	Built at <i>Selly.</i>
Do. of space or spaces between Tonnage Dk. and Upper Dk. <i>✓</i>	Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) <i>142'-6"</i>	Launched <i>August 6th, 1940</i> Yard No. <i>1218</i>	Builders <i>Messrs. Buchanan & Sons Ltd.</i>
Total <i>444.26</i>	Breadth (greatest moulded) <i>33'-0"</i>	Owners <i>The Admiralty</i>	Managers <i>✓</i>
Gross Tonnage <i>597.49</i>	Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) <i>16'-0"</i>	Residence <i>London.</i>	Port of Registry <i>✓</i>
Register Tonnage <i>5.03</i>	1st Longitudinal Number (L x D) <i>= 2280</i>	If surveyed while building, afloat, or in dry dock <i>During construction.</i>	
	2nd Numeral L x (B + D) <i>= 6982.5</i>		
REGISTERED DIMENSIONS. FEET.	Framing Depth "d," at middle of length. See Sec. 3 (1d) <i>16'-0"</i>		
Length <i>146.75</i>	Proportions—Depth to Length—Uppermost continuous deck to top of keel <i>8'-9"</i>		
Breadth <i>33.2</i>	Do. Long Bridge to top of keel <i>✓</i>		
Depth <i>15.2</i>	Draught Moulded <i>14'-2"</i>		

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	<i>22</i> ✓		Bracket Floors, Frame		
" " from $\frac{3}{8}$ length amidships to Collision bulkhead	<i>22</i> ✓		" " Reversed Frame		
" " in peaks	<i>22</i> ✓		" " Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness amidships		
Frame Amidships, Angle, \square or \square	<i>5/2 3 34</i> ✓		" " top Angles		
" " in Baler room	<i>5/2 3 40</i> ✓		" " bottom Angles		
" " Extends up to <i>Upper deck</i>			Side Girders, No. each side and thickness		
Reversed Frame Amidships, Angle <i>in B. Rm</i>	<i>3 3 45</i> ✓		Margin Plate depth (excl. of flange) and thickness		
" " Extends up to <i>at end</i>	<i>3 3 38</i> ✓		" " Vertical Angle to Tank side		
Depth of Framing Girder	<i>5/2</i> ✓		" " Bracket abaft $\frac{1}{2}$ len. from stem		
Frames in Uppermost Continuous 'tween Decks, Angle, \square or \square			" " Vertical Angle to Tank side		
" " Second 'tween Decks, Angle, \square or \square			" " Bracket from forward $\frac{1}{2}$ len. from stem to Panting Area		
" " Third " " " "			" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem		
" " from $\frac{1}{2}$ len. for'd. to 15% len. from Stem			" " Gussets, spacing and scantling from forward $\frac{1}{2}$ len. from stem to Panting Area		
" " in Peaks, Angle, \square or \square	<i>5/2 3 34</i> ✓		Tank Side Brackets, height above base line at toe of Frame and thickness		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>3/4 - 5/4</i> ✓		INNER BOTTOM PLATING.		
State if Frame Joggled	<i>No.</i> ✓		Breadth and thickness of Middle Line Strake		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?			Thickness of remainder in Holds		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or 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?		
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in <i>18" x 45 in B. Rm</i>	<i>✓</i>		Uppermost Continuous Deck, amidships	<i>6 3 32</i> ✓	
" " in <i>50 in E. Rm</i>	<i>✓</i>		" " in Way of Bridge, Angle, \square or \square		
Height of Brackets at side above base line at toe of frame	<i>22 x 35</i> ✓		Spacing	<i>22</i> ✓	
Middle Line Keelson, on Floors, Angle, \square or \square	<i>12 x 4 x 36-43</i> <i>No.</i> ✓		Second Deck, amidships, Angle, \square or \square		
" " Through Plate or Intercoastal Plate			Spacing		
" " Foundation Plate on Floors			Third Deck, amidships, Angle, \square or \square		
" " Flat Plate Keel Angles			Spacing		
Side Keelsons, No. each side	<i>400</i> ✓		Fourth Deck, amidships, Angle, \square or \square		
" " thickness of Intercoastal Plate			Spacing		
" " Angle <i>in Baler room</i>	<i>5 4 56</i> ✓		Poop Deck, Angle, \square or \square		
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing			Boat Deck, Angle, \square or \square	<i>4 3 30</i> ✓	
" " Are Frame and Reversed Frame joggled?			Spacing		
Bracket Floors, breadth and thickness at middle line			Forecastle Deck, Angle, \square or \square	<i>6 3 34</i> ✓	
" " breadth and thickness at margin plate			Spacing	<i>5 1/2 3 30</i> ✓	

PILLARS AND DECKS.
PILLARS, No. of Rows... One
in 'tween Decks, Size and Spacing... 3" dia
Centre Line Bulkhead.
Stringers and Decks.
Uppermost Continuous Deck.
Second Deck.

SHELL PLATING.
SCANTLINGS.
RIVETING.
GARGOYLE STRAKE.
Bottom Plating.
Bilge Plating.
Side Plating.
Upper Deck.
Poop Side Plating.
Bridge Side Plating.
Forecastle Side Plating.

WATERTIGHT BULKHEADS.
FORGINGS and CASTINGS.
STIFFENERS.
STEEL.
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture).

EQUIPMENT No 6982-5
LETTER
ANCHORS.
CHAIN CABLES.
HAWERS AND WARPS.
Steering Gear, Type (Power or Hand)
Steering Chains (Size and Test)
Ceiling in Hold, thickness and material
OIL FUEL
Size of Hatchway
Number of Shifting Beams
FOR COCHRANE & SONS LTD.
DIRECTOR.
GENERAL DECLARATION.
This vessel has been built in accordance with the approved plans and in conformity with the Rules for the class contemplated.
The materials & workmanship are good.
A freeboard has been assigned, the marks cut in on the vessel's sides & verified.
Peak tanks, water ballast tanks forward, fresh water & feed water tanks, and oil fuel bunkers have been tested to rule requirements & found satisfactory.
Flash point of oil fuel above 150°F.
Decks, casings, steering gear etc. and windlass have been tested and found satisfactory.
Oil fuel bunkers are situated between the engine & boiler spaces, also immediately forward of the boiler room bulkhead.
The supervision of the specification has been carried out.

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.)

The appended plans are being retained for reference in dealing with sister vessels under construction.

The following reports are enclosed herewith:-

Stem frame.

Sld Rpt. No. 2713.

Rudder head + frame.

" " " 3419.

Killer

lys " " 9410. (2).

This is a sister vessel to H. M. TUG "DILIGENT", on report No. 50928.

PARTICULARS OF ELECTRIC WELDING (if employed)

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

"FOR TOWING SERVICES"

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

1st Bower

8-2-12.

A.E.G. 5243.

21-2-38.

2nd "

8-0-10.

J.D. 5204.

30-5-38.

3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK. Length of Poop ft., R.D. ft., Bridge ft., Forecastle 27.66 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 34' 10 1/2"

Over-all Length 156' 8"

No. and Material of Decks

1 DK (STL)

Parts of Bottom of Vessel coated with cement or approved composition

Bitumastic clear of oil fuel bunkers.

Fresh water tanks coated with BITURO'S composition.

Particulars of composition (if fitted) and of approval

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. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	11-5	22
Double bottom, under Engines and Boilers,			After peak tank,	11-0	39
Double bottom, if under Engines only,			Deep tank, aft,	7-33	20
Double bottom, if under Boilers only,			Deep tank, forward,	9-16	36
Double bottom, forward,			Other tanks, if fitted,	3-66	18
Total length (if continuous) and Capacity			(If necessary, furnish further information by sketch.)	12-83	6
				16-5	10

Order for Special Survey No. 3202

Date

December 20th, 1939

Dates of Surveys held while building

1939:- Oct. 31. Nov. 28. 1940. April 2. 4. 8. 19. 23. May 3. 10. 17. 29. June 4. 7. 11. 11. July 2. 12. 16. 23. 26. 31. Aug. 6. 9. 21. 28. Sept. 3. 6. 11. Sept. 17. 20. Oct. 2. 5. 10. 16. 18. 22. 24. 29. Nov. 1. 5. 8. 11. 13. 16. 18. 19. Nov. 22.

Total No. of Visits 47.