

Rpt. 1
RECEIVED

16 MAR 1944

IN D.O.

STEEL ~~STEAMER~~ OR MOTORSHIP.

Received at London Office

16 MAR 1944

State if Report has been sent on the Freeboard of the Vessel

State if Report is sent on the Machinery of the Vessel

Date of completion of report

9TH MARCH 1944

Port of GLASGOW

No.

68172

Survey held at

GLASGOW

Date First Survey

19TH MARCH 1943

Last Survey

5TH MARCH

1943

On the

(State if Machinery fitted with
if Single, Twin or Triple Screw)

SINGLE SCREW

"MEGNA"

State Type

(Full Scantling, Complete Superstructure
with or without Tonnage Openings)

COMPLETE SUPERSTRUCTURE WITHOUT TONNAGE OPENING

State Type of Erections FORECASTLE

TONNAGE under
Tonnage Deck ...

6129.94

CLASS + 100 A.1

State if with freeboard
as condition of Class

WITH FREEBOARD

Built at SCOTSTOWN, GLASGOW

Launched 29TH DECEMBER 1943 Yard No. 445

Builders MESSRS. CHARLES CONNELL & CO. LD.

Managers JAMES NOURSE, LD.

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

Residence 122, LEADENHALL STREET, LONDON, E.C.3.

Port of Registry LONDON

If surveyed while building, afloat, or in dry dock

BUILDING AND AFLOAT

REGISTERED DIMENSIONS.

FEET

Length 415.6

Breadth 55.25

Depth 33.9

Length from fore part of stem to after part of stern
post on summer L.W.L. See Sec. 3 (1a)

FEET

410.0

Breadth (greatest moulded)

B 55.0

Depth, at middle of length from top of keel to top
of beam at side of uppermost continuous
deck. See Sec. 3 (1c)

D 37.0 (ACTUAL)

36.75 (FOR NUMERALS)

1st Longitudinal Number (L x D) (410 x 36.75)

15068

2nd Numeral L x (B + D) 410 x (55.0 + 36.75)

37018

Framing Depth "d," at middle of length. See
Sec. 3 (1d)

22.96

Proportions—Depth to Length—Uppermost con-
tinuous deck to top of keel

11.08

Do. Long Bridge to
top of keel

Draught Moulded

27'-1"

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.....	31	✓	Bracket Floors, Frame	6 3½ 44BA	✓
" " from ½ length amidships to Collision bulkhead.....	27	✓	" " Reversed Frame.....	5½ 3 44BA	✓
" " in peaks	24	✓	" " Vertical Struts	8 x 3½ x 3½ 42 CHAN	✓
SIDE FRAMING.			Centre Girder, depth and thickness amidships	50½ x 49	✓
Frame Amidships, Angle, E or F	12 3½ 56	✓	" " top Angles	3½ 3½ 48 DBL	✓
" " Extends up to.....	Upper Deck on alternate frames.	✓	" " bottom Angles.....	4 4 54 DBL	✓
Reversed Frame Amidships, Angle	-		Side Girders, No. each side and thickness.....	One 36"	✓
" " Extends up to	-		Margin Plate depth (excl. of flange) and thickness	49" x 54	✓
Depth of Framing Girder.....	-		" " Vertical Angle to Tank side Bracket abaft ¼ len. from stem	3½ 3½ 44 Single	✓
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	12 3½ 56	✓	" " Vertical Angle to Tank side Bracket from forward ¼ len. from stem to Fore Peak Bulkhead	6 6 50 Single	✓
" " Second 'tween Decks, Angle, E or F	on alternate frames.	✓	" " Gussets, spacing and scantling abaft ¼ len. from stem.....	Continuous gusset 1'2" x 40" clear of oil fuel 1'1½" x 40" in way of oil fuel.	✓
" " Third			" " Gussets, spacing and scantling from forward ¼ len. from stem to Panting Area	Continuous gusset 1'7½" x 40"	✓
" " from ½ len. for'd. to 15% len. from Stem	12 x 4 x 4 64	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	7'-0" x 44	✓
" " in Peaks, Angle or F	8 3½ 35 After Peak. 8 3½ 42 Fore Peak.	✓	INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships	¾ dia. rivets spaced equivalent to 5½" to suit multiple punching.	✓	Breadth and thickness of Middle Line Strake...	79¾ x 50	✓
State if Frame Joggled.....	Yes.	✓	Thickness of remainder in Holds	44 (increased in way of hatches in lieu of ceiling).	✓
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	No approved.	✓	Are Rule requirements complied with regard- ing increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?	Yes.	✓
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	No approved.	✓	BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships	8 3½ 48	✓
Floors, Depth and thickness at mid-line in Holds.....			" " Wells, Angle, E or F		
Height of Brackets at side above base line at toe of frame.....			" " in way of Bridge, Angle		
Middle Line Keelson, on Floors, Angles, E or F			" " Spacing	Every frame	✓
" " Through Plate or Inter- costal Plate			Second Deck, amidships, Angle, E or F	9 3½ 40	✓
" " Foundation Plate on Floors			" " Spacing	Every frame	✓
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, E or F		
Side Keelsons, No. each side.....			" " Spacing		
" " thickness of Intercoastal Plate...			Fourth Deck, amidships, Angle, E or F		
" " Angles			" " Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, E or F		
Solid Floors, thickness and spacing	40" on every 4th frame	✓	" " Spacing		
" " Are Frame and Reversed Frame joggled?	Yes	✓	Bridge Deck, Angle, E or F		
Bracket Floors, breadth and thickness at middle line	2'8½" x 40"	✓	" " Spacing		
" " breadth and thickness at margin plate.....	2'8½" x 40"	✓	Forecastle Deck, Angle, E or F	10 3½ 76 and as approved Ultimate frames	✓
" " Spacing			" " Spacing		

(MADE IN ENGLAND.)

012211-012220-0151½

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	4		Stringer Plate, breadth and thickness in way of Bridge		
" in 'tween Decks, Size and Spacing	Wide spaced pillars		Thickness of Plating abreast Deck openings in way of Wells36	
" " " " "	and deep girders in		Thickness of Plating abreast Deck openings in way of Bridge		
" in Holds " " "	holds and tween decks		Thickness of Plating within line of openings...	.34	
" " " " "	as per approved plans ✓		If Sheathed, material and thickness.....	Unsheathed ✓	
Centre Line Bulkhead Stiffeners and Spacing			Third Deck.		
Plating, thickness of			Stringer Plate, breadth and thickness.....		
STRINGERS AND DECKS.			If Plated, state thickness		
Uppermost Continuous Deck.			Fourth Deck.		
Stringer Plate, breadth and thickness in Wells	64" x 67" ✓	Approved 64" x 62"	Stringer Plate, breadth and thickness.....		
" " " " " in way of Bridge			If Plated, state thickness.....		
" Angle in Wells	6 6 .62 ✓		Poop Deck.		
Thickness of Plating abreast Deck openings in way of Wells62 ✓	Approved .54" ✓	Stringer Plate, breadth and thickness.....		
Thickness of Plating abreast Deck openings in way of Bridge			Plating, Sheathing, material and thickness ...		
Thickness of Plating within line of openings...	.40 ✓		Bridge Deck.		
If Sheathed, material and thickness.....	Unsheathed ✓		Stringer Plate, breadth and thickness.....		
Second Deck.			Plating, Sheathing, material and thickness ...		
Stringer Plate, breadth and thickness in Wells	57" x 40 ✓		Forecastle Deck.		
			Stringer Plate, breadth and thickness.....	.36	
			Plating, Sheathing, material and thickness...	.34 Unsheathed ✓	

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	UPPER EDGES. State if jogged? <input checked="" type="checkbox"/> NO.			BUTTS.			
	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.....	62	80	70	70		Double	$\frac{7}{8}$	$3\frac{1}{2}$	4 - 3	1	$3\frac{1}{2}$	Lapped
„ Dblg. (if any)												
Bottom Plating, No. of Strakes 3	82 $\frac{3}{4}$	63	50	50		Double	$\frac{7}{8}$	$3\frac{1}{2}$	4 - 3	$\frac{7}{8}$	$3\frac{1}{2}$ - $3\frac{1}{2}$	Lapped
Bilge Plating, No. of Strakes 1	82 $\frac{3}{4}$	63	50	50		Double	$\frac{7}{8}$	$3\frac{1}{2}$	4 - 3	$\frac{7}{8}$	$3\frac{1}{2}$ - $3\frac{1}{2}$	Lapped
Side Plating, No. of Strakes 4	3 @ 76 $\frac{1}{2}$ 1 @ 78	62	45	45		Double	$\frac{7}{8}$	$3\frac{1}{2}$	3	$\frac{7}{8}$	$3\frac{1}{2}$	Lapped
Upper Deck, Sheer- strake in Wells.....	70 $\frac{1}{2}$	72	46	46					4 - 3	$\frac{7}{8}$	$3\frac{1}{2}$ - $3\frac{1}{2}$	Lapped
Upper Deck, Sheer- strake in Bridge ...												
Strake below Sheer- strake in Wells.....	74 $\frac{1}{2}$	66	46	46		Double	$\frac{7}{8}$	$3\frac{1}{2}$	4 - 3	$\frac{7}{8}$	$3\frac{1}{2}$ - $3\frac{1}{2}$	Lapped
Strake below Sheer- strake in Bridge ...												
Poop Side Plating.....												
Bridge Side Plating.....												
Forecastle Side Plating			40			Single	$\frac{3}{4}$	3	1	$\frac{3}{4}$	2 $\frac{5}{8}$	Lapped

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— 7 { NOTATION. /
Extending to Upper Deck (Sec. 3 c) 1 { Coll. to U. Dk. 6 to 2nd Deck. /
,, Deck next below 6. 6 divisional W.T. bulkheads in Tween Decks.
As per Rule. 7. During W.T. bulkhead No 7 in Tween decks is intact; the
remainder have openings closed by means of riveted plates. /

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar		-		
STEM	Roll'd Steel	10" x 2½"		
STERN FRAME { Propeller Post	Casting	As approved	The Steel Company of Scotland	
{ Rudder "		As approved		
Speed of Vessel		12 K.		
RUDDER—Type		Ordinary single plate		
" A x D... (107 x 4.4)		470.8'		
" Diam. of head	Forging	10½"	The Gyle Forge Co. Ltd.	
" Mainpiece at top pintle	Forging	10½"		
" " heel		8"		
" how constructed		Arms shrunk on and keyed to mainpiece		
" double or single plate		Single plate 1.10" thick		
" coupling, vertical or		Horizontal		
" horizontal				

		Plating Thickness.	STIFFENERS.				
			VERTICAL.		HORIZONTAL.		
			Scantlings.	Spacing.	Scantlings.	Spacing.	
MIDSHIP BULKH'D,	Upper 'tween decks	25	5" x 3" - 32	0A 28" - 30"	-	-	
"	Second	"					
"	Third	"					
"	Holds	Dr 77	39 - 30	12" x 3 1/2" x 45	BA 30"	10" x 3 1/2" x 50 BA below W.T. flat	W.T. flat and 6'-0" to
COLLISION	(in Hold)	Dr 155	47 - 29	5" x 3" x 38 BA above W.T. flat	24"	2 camber beams 12'-0"	10" x 3 1/2" x 50 BA 10'-5 1/2" above
AFTER PEAK		Dr 13 (1st Second Deck)	30	12" x 3 1/2" x 45 BA to 3 1/2" x 3 1/2" x 37	24"	None	-

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Open Hearth

South Durham Steel and Iron Co. Ltd. Colvilles Ltd. Dorman Long and Co. Ltd. Cragg Steel Iron Co. Ltd.

Appley - Frodingham Steel Co. Ltd. The Steel Company of Scotland.

Has the Steel been tested as required by the Rules? Yes

EQUIPMENT No. 38180

LETTER at

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.				
44238	1st Bower	68	0	0	Stockless			52	12	2	0	68-0-0	Byers Improved Stockless	Not stated	Sunderland: 26.8.43: R. J. Vogan	
44330	2nd "	68	0	14	Stockless			52	15	2	14	68-0-0	Byers Improved Stockless	Not stated	Sunderland: 13.9.43: R. J. Vogan	
	3rd "											58-2-0				
	Collective weight											194-2-0				
27631	Stream	20	3	0	5	0	7	21	8	0	14	19-0-0 or stock	Rodgers	Not stated	Low Walker: 29.7.43: A. Green	

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.	
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
3547	270	2	100.8	141.1	583	2	21	720 1/2	270	2 1/2	Jayco S. Taylor & Sons Ltd. (Brisley Hill)	Netherton: 4.11.43: J. O. R. J.	POWLINE	120	4 1/2	64.6	120	4 1/2
													HAWSERS & WARPS	4e.90	2 1/2	15.2	2e.90	2 1/2
														2e.90	2 1/2	13.2	2e.90	2 1/2
Stream Chain or Steel Wire	90	5 (FSW)	52.8						90	5 (FSW)								

Steering Gear, Type (Power or hand)

Steam by J. Hastie

Alternative Means of Steering

Blocks and tackle to after warping winch

Steering Chains (Size and Test)

Telementor Control

Windlass

Steam by Clarke Chapman

Boats 4 steel lifeboats, 27' 0" long.

Ceiling in Holds, thickness and material

2 1/2" wood over limbers only

Cargo Battens, thickness, material and spacing

None fitted - framed punched and cleats supplied

Cargo Hatchways.-(Upper Deck)

Steel coverings and angles

Thickness of Hatches

2 1/2" wood

Size of Hatchways No. 1 (Fwd.)

29' 3" x 20' 0"

No. 2 31' 0" x 20' 0"

No. 3 23' 3" x 20' 0"

No. 4 31' 0" x 20' 0"

No. 5 31' 0" x 20' 0"

No. 6

Number of Shifting Beams and/or Fore and Afters

5

5

4

5

5

Builder's Signature

For CHARLES CONNELL & CO., Limited

Charles Connell.

DIRECTOR

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

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's Rules and Regulations and the Secretary's letters. The scantlings and arrangements are in accordance with, or equivalent to, those shown on the approved plans

The materials and workmanship are good

The double bottom tanks, cofferdams, side ballast tanks and fore and after peak tanks were tested as required by the Rules and found satisfactory

Oil fuel is carried in Nos. 3, 5 and 6 double bottom tanks; flash point of oil above 150°F; Section 20 of the Rules complied with where applicable

Weather decks, shaft tunnel and watertight bulkheads were hose tested and found satisfactory

Freeboard verified and marks cut in

Windlass and steering gear tried under working conditions and found satisfactory

NOTE: Frames punched for sparring cleats, cleats supplied but not fitted; cargo battens are to be fitted at the first opportunity

Anchors in accordance with War Emergency Requirements

Hatch covers fitted to all 2nd deck hatchways. See letters 3.4.44

The amount of Entry Fee..... £ 10 : 0 : 0

Fees applied for, 14 MAR 1944

(Special notations, where part of class, to be stated.)

Special Survey Fee..... £ 364 : 17 : 6

Received by me,

Freeboard

Travelling Expenses, if any..... £ 17 : 0 : 0

19

I am of opinion the Vessel should be Classed + 100A1 with freeboard

State whether the Vessel has been built under Special Survey

Yes

Signature

James M. Windsor

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to

Glasgow

Date of issue

14/4/44

Committee's Minute

GLASGOW

14 MAR 1944

Character assigned

-1- 100A1

3.44

with freeboard

Lloyds Assoc

LM

-1- LMC 3.44

see Reg

2 00 120lb.

Rate:- Cgo. btus. Egre.

012211-012220-015132

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Lloyd's Register Foundation

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 following plans are applicable to this vessel and are forwarded herewith:-

Midship Section
Profile and Decks
Engine Seating
Cruiser Stern Drawing
Alterations to Fore Peak
Deep Water Ballast Tanks
General Pumping Arrangements
Sternpost
Rudder
Alternative Plan of Pintles
Cruiser Stern Lashing
Emergency Steering Tackle
Houses Midships
After Deckhouse
Boat Deck and Side Houses
Second Deck Girders in way of Hatches

The following Forging and Casting Reports are enclosed herewith:-
Sternframe and Contour Piece
Rudder
Rudder Stock
Quadrant
Tiller

Plan of Midship Section (As fitted) forwarded in advance.

This vessel is a sister ship to the M.V. HUGHLI built by Messrs Chas. Connell and Co. Ltd., see Glasgow Report N° 67373 dated 30th July 1943.

PARTICULARS OF ELECTRIC WELDING (if employed) Stringer plate chocks at Second Deck; W.T. Bulkhead stiffeners to inner bottom; heads and heels of hold and tween deck pillars; tunnel side plating to inner bottom; tunnel stiffeners; auxiliary engine seats; deck girder tripping brackets; W.T. flat in N°5 Hold to shell and bulkhead; horizontal girder in forward side ballast tanks and other minor details.

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

Cruiser Stern. Lloyd's A and C.P. Oil Engine. Wireless. Echo Sounding.

See Page 2 for notation re tween deck bulkheads.

Special Reasons List: Cargo battens to be fitted at the first opportunity in holds and tween decks. (1 Bower anchor to be supplied at the conclusion of the present emergency).

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower. 44-2-0 : A.E.G. : 4953 : 30.4.43
	2nd „ 45-0-21 : A.E.G. : 4931 : 13.4.43
	3rd „

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop — ft., R.Q.D. — ft., Bridge — ft., Forecastle 33-0 ft.

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

Official No. 169741. Signal Letters. Extreme Breadth over Belting — Over-all Length 431-9 (Circ. 1611) (Circ. 1703)

No. and Material of Decks Two Steel

Parts of Bottom of Vessel coated with cement or approved composition. Portland cement in fore and after peak tanks, double bottom feed water tanks and double bottom cofferdams; elsewhere bottom cement washed, except in way of oil fuel tanks where it is incased.

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.	SALT. Water Capacity.	Where Fitted.	Length.	SALT. Water Capacity.
Double bottom, aft,	126-6	406	Fore peak tank,	25-0	208
Double bottom, under Engines and Boilers	5-2	-	After peak tank,	22-0	260
Double bottom, if under Engines only,	12-9	70	Deep tank, aft, Side ballast tanks abreast tunnel	62-0	430
Double bottom, if under Boilers only,	195-4	825	Deep tank, forward, Side ballast tanks forward	19-7	427
Double bottom, forward,	353-0	1301	Other tanks, if fitted,		
Total length (if continuous) and Capacity			(If necessary furnish further information by sketch.)		

Order for Special Survey No. 6665

Date 25.6.42

Dates of Surveys held while building

1943 Mar 19. 27 Jul 1. 13. Aug 10. 16. 17. 19. 23. 24. 27. 31 Sep 3. 7. 13. 16. 20 Oct 1. 4. 12. 19. 22. 26. 28
Nov 2. 4. 8. 9. 10. 12. 16. 18. 19. 20. 23. 24. 26. 30 Dec 1. 2. 3. 6. 7. 10. 11. 14. 15. 17. 19. 22. 23. 25. 26. 27. 28. 29
1944 Jan 12. 13. 17. Feb 1. 7. 9. 10. 14. 18. 20. 21. 22. 25 Mar 6

Total No. of Visits 70