

STEEL STEAMER ~~MOTORSHIP~~

Received at London Office 111 12 1039

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 **8th JULY 1939.** Port of **GREENOCK.** No. **20448.**
 Survey held at **GREENOCK.** Date First Survey **28th DECEMBER 1938.** Last Survey **4th JULY 1939.**

On the (State if Machinery Fitted Aft and if Single, Twin or Triple Screw) **SINGLE SCREW "BARBOSA".**State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) **SURVEY VESSEL, WITH FREEBOARD.**State Type of Erections **FLUSH DECK.**TONNAGE under 152.57 CLASS 100 A 1 WITH FREEBOARD State if with freeboard **YES.**
Tonnage Deck... CORRESPONDING TO A SUMMER MOULDED as condition of ClassBuilt at **GREENOCK.**

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

Launched **30th MAY, 1939.** Yard No. **212.**Builders **GEORGE BROWN & CO. (MARINE) LTD.**Owners **ANGLO-SAXON PETROLEUM CO. LD.**Managers **ST. HELEN'S COURT,**Residence **LEADENHALL ST., LONDON, E.C.3.**Port of Registry **LONDON.**

If surveyed while building, afloat, or in dry dock

BUILDING & AFLOAT

REGISTERED DIMENSIONS.

Length 103.35
 Breadth 23.6
 Draught 8.4

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

Breadth (greatest moulded)

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

1st Longitudinal Number (L x D) = 903

2nd Numeral L x (B + D) = 3260

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

Proportions—Depth to Length—Uppermost continuous deck to top of keel

Do. Long Bridge to top of keel

Draught Moulded 6' 9"

SINGLE AND 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.
ES, Spacing amidships	20	✓	Bracket Floors, Frame	3 x 2 1/2 x 30	
" from 1/2 length amidships to Collision bulkhead	20	✓	" " Reversed Frame	2 1/2 x 2 1/2 x 30	
" in peaks	20	✓	" " Vertical Struts	6 x 3 x 3 x 36	
FRAMING. (OIL FUEL BUNKER.)		APPROVED.	Centre Girder, depth and thickness amidships	27 x 28	
one Amidships, Angle, 1/2 x 1/2	5 x 2 1/2 x 32	✓	" " top Angles	2 1/2 x 2 1/2 x 26	
IN WAY OF DOUBLE BOTTOM TANKS.	3 1/2 x 2 1/2 x 26	✓	" " bottom Angles	2 1/2 x 2 1/2 x 30	
" " SINGLE BOTTOM.	4 x 2 1/2 x 25	✓	Side Girders, No. each side and thickness	ONE AT 24	
Extends up to upper Dk.			FORD OF 1/2 L FORD.		
Reversed Frame Amidships, Angle	✓		Margin Plate depth (excl. of flange) and thickness		
" " Extends up to...	✓		" " Vertical Angle to Tank side		
Bottom of Framing Girder	✓		Bracket abaft 1/2 len. from stem		
Engines in Uppermost Continuous tween Decks, Angle, 1/2 x 1/2	3 1/2 x 2 1/2 x 26	✓	" " Vertical Angle to Tank side		
" " Second tween Decks, Angle, 1/2 x 1/2	✓		Bracket from forward 1/2 len. from stem to Panting Area		
" " Third " " " "	✓		Gussets, spacing and scantling abaft 1/2 len. from stem		
from 1/2 len. for'd. to 15% len. from Stem	✓		" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area		
in Peaks, Angle 1/2 x 1/2	4 x 2 1/2 x 25	✓	Tank Side Brackets, height above base line at toe of Frame and thickness		
meter and Spacing of Rivets through Frame and Shell Plating amidships	5/8 @ 7 DIAS.	✓	INNER BOTTOM PLATING.		
if Frame Joggled	NOT JOGGLED.	✓	Breadth and thickness of Middle Line Strake	60 x 26	
the scantlings and arrangements in the Panting Area in accordance with the Rules as approved?	YES.	✓	Thickness of remainder in Hold IN FORD. HOLD.	26	
the scantlings and arrangements in way the Bottom Forward in accordance with Rules and/or as approved?	YES.	✓	Are Rule requirements complied with regarding increases of scantlings in way of double bottom in B. & P. space and framing in Bunkers and Boiler Room?	YES. & AS APPROVED.	
DOUBLE BOTTOM.			BEAMS.		
rs. Depth and thickness at mid-line	13 1/2 x 26	✓	Uppermost Continuous Deck, amidships	4 x 2 1/2 x 32	
Height of Brackets at side above base line at toe of frame	✓		" " in way of Bridge, Angle, 1/2 x 1/2	✓	
Line Keelson, on Floors, Angles, 1/2 x 1/2	3 x 3 x 34 (DOUBLE)	✓	" " Spacing	20	
" " Through Plate or Intercostal Plate	28	✓	Second Deck, amidships, Angle, 1/2 x 1/2		
" " Foundation Plate on Floors	✓		Spacing		
" " Flat Plate Keel Angles	3 x 3 x 26 (DOUBLE)	✓	Third Deck, amidships, Angle, 1/2 x 1/2		
Keelsons, No. each side	ONE	✓	Spacing		
" thickness of Intercostal Plate	24	✓	Fourth Deck, amidships, Angle, 1/2 x 1/2		
" Angles	6 x 3 x 34	✓	Spacing		
LE BOTTOM. (FORWARD)			Poop Deck, Angle, 1/2 x 1/2		
Floors, thickness and spacing	24 @ 20	✓	Spacing		
" Are Frame and Reversed Frame joggled?	NO.	✓	Bridge Deck, Angle, 1/2 x 1/2		
Bracket Floors, breadth and thickness at middle line	19 x 24	✓	Spacing		
" " breadth and thickness at margin plate	19 x 24	✓	Forecastle Deck, Angle, 1/2 x 1/2		
" " Spacing			Spacing		

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.....	TWO		Stringer Plate, breadth and thickness in way of Bridge		
„ in 'tween Decks, Size and Spacing.....	✓		Thickness of Plating abreast Deck openings in way of Wells		
„ „ „ „ „	✓		Thickness of Plating abreast Deck openings in way of Bridge		
„ in Hold AT FORE END. „	2 5/8 DIA. & 6'8" PORT & STARBOARD.		Thickness of Plating within line of openings...		
„ „ „ „ „	✓		If Sheathed, material and thickness		
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing.....	✓		Stringer Plate, breadth and thickness.....		
Plating, thickness of	✓		If Plated, state thickness.....		
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells	3/6 x .26.		If Plated, state thickness		
„ „ „ „ in way of Bridge	✓		Poop Deck.		
„ Angle in Wells	2 1/2 x 2 1/2 x .28.		Stringer Plate, breadth and thickness		
Thickness of Plating abreast Deck openings in way of Wells	1/26 & .22		Plating, Sheathing, material and thickness ...		
Thickness of Plating abreast Deck openings in way of Bridge	✓		Bridge Deck.		
Thickness of Plating within line of openings...	26 & .22		Stringer Plate, breadth and thickness.....		
If Sheathed, material and thickness (FORWARD)	5 x 2 BORNEO CEDAR.		Plating, Sheathing, material and thickness ...		
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	✓		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.	EDGES. State if joggled?			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.									
FLAT PLATE KEEL	36	40	34	34.		DOUBLE.	5/8	2 1/2 & 2 3/4.	2 R.	5/8	2 1/4	LAPPED.	
„ DBLG. (if any)	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	
BOTTOM PLATING, No. of Strakes THREE.		26	22	34 & 26.	27 ft. of 1/2"	DOUBLE (OIL). SINGLE.	5/8	2 3/4 & 2 1/2	2 R.	5/8	2 1/4	LAPPED.	
BILGE PLATING, No. of Strakes ONE.		26	22	22.		DOUBLE (OIL). SINGLE.	5/8	2 3/4 & 2 1/2	2 R.	5/8	2 1/4	"	
SIDE PLATING, No. of Strakes ONE.		26	22	22.	See plan as being	DOUBLE (OIL). SINGLE.	5/8	2 3/4 & 2 1/2	2 R.	5/8	2 1/4	"	
UPPER DECK, Sheer- strake in Wells.	46	30	22	22.	+ 25' in way of frame beam	—	—	—	2 R.	5/8	2 1/4	"	
UPPER DECK, Sheer- strake in Bridge	✓	✓	✓	✓	✓				✓				
STRAKE BELOW Sheer- strake in Wells.	SAME AS "SIDE PLATING"				✓				✓				
STRAKE BELOW Sheer- strake in Bridge	✓	✓	✓	✓					✓				
POOP SIDE PLATING	✓	✓	✓	✓					✓				
BRIDGE SIDE PLATING ...	✓	✓	✓	✓					✓				
FORE'TLE SIDE PLATING	✓	✓	✓	✓					✓				

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
Extending to Upper Deck (Sec. 3 c)	4				
„ Deck next below	✓				
As per Rule	4				

		STIFFENERS.				
		Plating Thickness.	VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULK'HD,	Upper tween decks	✓				
„	„ Second „	✓				
„	„ Third „	✓				
„	„ Hold O.F. BUNKER	30" to 28"	3" x 2 1/2" x 28"	24"		
„	„ (in Hold)	28" to 24"	4" x 3" x 30" 2 1/2" x 3" x 36"	24"	✓	
AFTER PEAK	„	28" to 24"	3" x 2 1/2" x 24" 2 1/2" x 3" x 36"	24"	✓	

KEEL, Bar	FLAT PLATE KEEL.	✓
STEM	ROLLED. 5" x 1".	✓
STERN FRAME	Propeller Post FORGING. 5 1/8" x 2 1/8"	T.S. FORSTER & SONS, LTD.
	Rudder " 5 1/8" x 2 1/8"	
Speed of Vessel	8 1/2 KNOTS.	✓
RUDDER—Type	ORDINARY.	
„ A x D	27.30.	✓
„ Diam. of head	3".	T.S. FORSTER
„ Mainpiece at top pintle	3".	2 SONS LTD.
„ „ heel	2 1/2".	
„ how constructed	FORGED, ARMS SHRUNK ON & KEYED.	
„ double or single plate	74	✓
„ coupling, vertical or horizontal	WITH 6-18" FITTED BOLTS.	✓

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) OPEN HEARTH.
COLVILLES LTD., JOHN WILLIAMS (WISHAW) LTD., CONSETT IRON CO. LTD., SOUTH DURHAM STEEL & IRON CO. LTD.,
& DORMAN, LONG & CO. LTD.

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

OPEN HEARTH.

IRON CO. LTD.
Lloyds Register
Foundation

EQUIPMENT No. 3460.				LETTER "b".				ANCHORS.			
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	
52238.	1st Bower ...	5	1	14	STOCKLESS.			7	14	0	7
52239.	2nd „ ...	5	1	7	-Do-			7	14	0	7
	3rd „ ...										
	Collective weight.	10	2	21							
52240.	Stream	1	1	2				1	12	3	13

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.	Stations.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.						Length. Cir.	Ins.	Tons.	Length. Cir.	Ins.		
58585.	120	3/4	10 1/2	15 1/2	36-1-21.	34 1/2	120	3/4	STUD LINK.	B. HINGLEY & SONS.	CRADLEY HEATH, 15-5-39; L.C. PAUL.	TOWLINE...	75	2 1/4	10.8	75	2 1/4		
												HAWSERS (MANILLA).	90	4		90	4		
Stream Chain or Steel Wire	45	2 (1/2)		8.3			45	2											

DIRECT ACTING
Steering Gear, Type (Hand) **T. REID & SONS, (PAISLEY) LTD.** **Alternative Means of Steering** DOUBLE WOOD BLOCKS & MANILLA FALLS TO STEAM CAPSTAN AFT.

Steering Chains (Size and Test) NONE. **RODS ONLY - 1 1/2" DIA.** **Windlass (STEAM)** T. REID & SONS (PAISLEY) LTD. **Boats (LIFEBOATS)** 2 @ 15.9 x 5.8.

FORD. (IN WAY OF HATCH). **8" x 2" BORNEO CEDAR.** **Cargo Battens, thickness, material and spacing** 4" x 1 1/4" RED PINE, SPACED 1 3/4".

Ceiling in Hold, thickness and material 2 1/2" BORNEO CEDAR.

Cargo Hatchways.-(Upper Deck) COAM. 24" ABOVE WOOD DK. x 36". **Thickness of Hatches** 2 1/2" BORNEO CEDAR.

Size of Hatchways No. 1 (Fwd.) 10'0" x 8'0" No. 2 ✓ No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 ✓

Number of Shifting Beams 1 BEAM. **For and on** GEORGE BARNES & CO. (MARINE) LTD. **Builder's Signature** *Geo. H. Down* **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 **YES.**
 (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 Vessel has been built in accordance with the approved plans, the Secretary's letters of various dates and in general conformity with the printed Rules of this Society for the class contemplated.

The materials and workmanship are good.

The after and Fore Peak Tanks, Oil Fuel Bunkers, Cofferdam, F.W. Tank, Double Bottom Tank under Engines, and Double Bottom Tanks forward have been tested as required by the Rules and as approved and found satisfactory.

The Weather Deck and W.T. Bulkhead at after end of Engine Room have been hose tested as required by the Rules and found satisfactory.

Oil Fuel, flash point above 150°F, is carried in the Oil Fuel Bunkers situated at fore end of Boiler Room and Section 20 of the Rules complied with.

The Freeboard markings have been verified and cut in on the vessel's sides. (Contd. on back page.)

The amount of Entry Fee £ 2 : 0 : 0 Fees applied for, 8th JULY 1939.

Special Survey Fee £ 20 : 0 : 0 Received by me, £ 26.00 pd. 2/10.

FREEBOARD. 4 : 0 : 0

Travelling Expenses, if any £ :

I am of opinion the Vessel should be Classed **100 A1. WITH FREEBOARD CORRESPONDING TO A SUMMER MOULDED DRAUGHT OF 6'9" - "SURVEY VESSEL".**

State whether the Vessel has been built under Special Survey **YES.** Signature **R. H. Scott.** Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to **GREENOCK.** Date of issue **28/7/39** Hull & Keel to be ready for Survey.

Committee's Minute **GLASGOW 11 JUL 1939**

Character assigned **-1 100 A1 7.39**

Lloyd's Assoc. with freeboard Survey vessel

-1 due 7.39. OG.



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.)

Plans forwarded as per separate list together with Forging Reports.

General Declaration (Contd.)

Arrangements have been made and approved by the Owners to carry Oil fuel, flash point above 150°F, in the cofferdam and Fore Peak Tank for the voyage to Maracaibo. This has been done in accordance with the Secretary's letters of 28/4/39 and 31/5/39.

An Interim certificate of classification was issued at the request of the Builders. copy attached.

PARTICULARS OF ELECTRIC WELDING (if employed) CORNERS OF BOUNDARY BARS OF O.T. & W.T. BULKHEADS & D.B. TANKS.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book WITH FREEBOARD CORRESPONDING TO A SUMMER MOULDED DRAUGHT OF 6'-9" - "SURVEY VESSEL." LLOYD'S A & C.P.

Particulars of Drop Test of Cast Steel Anchors viz.:—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.
1st Bower WT. (INCL. PINS) 3-9-14; J.D.; N° 4971; 31-12-37.
2nd " WT. (" -) 3-1-15; J.D.; N° 4927; 17-12-37.
3rd " ✓

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ✓ ft., R.Q.D. ✓ 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. 167282 Signal Letters Extreme Breadth over Belting ✓ Over-all Length 109-0 FT.
(Circ. 1611) (Circ. 1703)
No. and Material of Decks 1 DK.
Parts of Bottom of Vessel coated with cement or approved composition CEMENT IN AFTER & FORE PEAK TANKS. BOTTOM IN WAY OF AFTER STOREROOM & ENG. & BLR. SPACES PAINTED. DRAIN WELL COATED WITH BITUMASTIC SOLUTION & ENAMEL. O.F. BUNKERS & PARTICULARS OF COMPOSITION (if fitted) and of approval COFFERDAM NIL. F.W. TANK 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. Feet.	Water Capacity. (S.W.) Tons.	Where Fitted.	Length. Feet.	Water Capacity. (S.W.) Tons.
Double bottom, aft,	✓	✓	Fore peak tank,	✓	30.
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,	✓	23.
Double bottom, if under Engines only,	10.0	10.	Deep tank, aft,	✓	✓
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward,	✓	✓
Double bottom, forward,	20.0	25.	Other tanks, if fitted,	✓	✓
Total length (if continuous) and Capacity			(If necessary, furnish further information by sketch.)	✓	✓

Order for Special Survey No. 3444

Date 2ND JANUARY 1939

Dates of Surveys held while building

(1938) DEC. 28. 29. 30. (1939) JAN. 16. 19. 24. FEB. 1. 6. 8. 14. 14. 23. 24. MAR. 1. 3. 10. 13. 14. 15. 14. 20. 22. 23. 24. 24. 28. 29. 30. APR. 4. 5. 4. 10. 12. 14. 14. 20. 24. 24. MAY 2. 4. 9. 10. 12. 16. 18. 20. 22. 23. 24. 25. 26. 30. 31. JUNE 5. 7. 13. 16. 19. 21. 22. 26. 24. JULY 4.

Total No. of Visits 63.