



# STEEL ~~STEAMER~~ OR MOTORSHIP

31 MAR 1954

Received at London Office

22 MAR 1954

State if Report has been sent on the Freeboard of the Vessel YESState if Report is sent on the Machinery of the Vessel YESDate of completion of report 15-3-54Port of GREENOCKNo. 25109Survey held at PORT GLASGOW  
GREENOCK & GLASGOWDate First Survey 1<sup>ST</sup> OCTOBER 1952 Last Survey 5<sup>TH</sup> MARCH 1954On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) STL. SINGLE SCREW M/TANKER "DAVANGER" (MACHY AFT)State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLINGState Type of Erections POOP BRIDGE & FORECASTLETONNAGE under 10508.35  
Tonnage Deck ...CLASS \*100A1  
CARRYING PETROLEUM IN BULKState if with freeboard No  
Condition of Class FEETBuilt at PORT GLASGOWLaunched 12-11-53 Yard No. 1079Builders LITHGOWS L<sup>TD</sup>Owners WESTFAL LARSEN & CO A/S.Managers ✓Residence BERGENPort of Registry BERGEN

If surveyed while building, afloat, or in dry dock

BUILDING AFLOAT  
& IN DRY DOCK  
(VESSEL UNDOKED GLS 28-2-54)Do. of space or spaces  
between Tonnage Dk.  
and Upper Dk. ✓Total ✓Gross Tonnage 11826.54Net Tonnage 6483.07REGISTERED DIMENSIONS.  
FEETLength 521.3Breadth 72.3Depth 37.3Length from fore part of stem to after part of stern  
post on summer L.W.L. See Sec. 3 (1a) L 510.0Breadth (greatest moulded) B 72.0Depth, at middle of length from top of keel to top  
of beam at side of uppermost continuous  
deck. See Sec. 3 (1c) D 37.01st Longitudinal Number (L x D) —2nd Numeral L x (B + D) —Framing Depth "d," at middle of length. See  
Sec. 3 (1d) —Proportions—Depth to Length—Uppermost con-  
tinuous deck to top of keel —Do. Long Bridge to  
top of keel —Draught Moulded 29'-0 1/4"

## 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 <u>amidships</u>	28	✓	Bracket Floors, Frame	—	
" " <u>IN MOTOR ROOM</u>	30	✓	" " <u>Reversed Frame</u>	—	
" " <u>from 1/2 length amidships to</u> <u>Collision bulkhead</u>	27	✓	" " <u>Vertical Struts</u>	—	
" <u>FOR COFFERDAM TO COLLISION BN?</u>	24	✓	Centre Girder, depth and thickness amidships	56 1/4 x .50	
" <u>in peaks</u>	24	✓	" " <u>top Angles</u>	3 1/2 3 1/2 .50	
IDE FRAMING. FRAMES 179-191	10 3 1/2 .46 B.A.	✓	" " <u>bottom Angles</u>	4 4 .50	
FRAMES 55-177	9 3 1/2 .42 B.A.	✓	Side Girders, No. each side and thickness	Two CONTINUOUS .75	
Frame Amidships, Angle, <u>E or F</u>	ALSO 3 SIDE STRINGERS	✓	" " <u>Margin Plate depth (excl. of flange) and</u> <u>thickness</u>	Two INTERCOSTAL .45	
" <u>Extends up to</u>	UPPER DK.	✓	" " <u>Vertical Angle to Tank side</u> <u>Bracket abaft 1/2 len. from</u> <u>stem</u>	TANK TOP LEVEL	✓
SIDE FRAMING IN MACHY SPACE	12 3 1/2 .58 B.A.	✓	" " <u>Vertical Angle to Tank side</u> <u>Bracket from forward 1/2 len.</u> <u>from stem to Panting Area</u>		
Reversed Frame Amidships, Angle	WITH WEB FRAMES	✓	" " <u>Gussets, spacing and scantling</u> <u>abaft 1/2 len. from stem</u>		
" " <u>Extends up to</u>	—	✓	" " <u>Gussets, spacing and scantling</u> <u>from forward 1/2 len. from stem</u> <u>to Panting Area</u>		
Depth of Framing Girder <u>IN TANKS</u>	9	✓	Tank Side Brackets, height above base line		
" " <u>IN MACHY SPACE</u>	12	✓	INNER BOTTOM PLATING, IN MACHY SPACE	92" x .56	
Frames in <u>Uppermost Continuous</u> 'tween	12 3 1/2 .58 B.A.	✓	Breadth and thickness of Middle Line Strake	1.375	
Decks, Angle, <u>E or F</u>	8 3 1/2 .47 B.A. SIDE STRINGER	✓	ENGINE SEATING	.56	
ER PLATING MACHY SPACE	10 3 1/2 .54 B.A.	✓	Thickness of remainder <u>HOLD MACHY SPACE</u>		
" <u>Second 'tween Decks, Angle, <u>E or F</u></u>	3 SIDE STRINGERS	✓	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?	MOTOR VESSEL	✓
" <u>Third FORE DEEP TANK</u>	9 3 1/2 .44 B.A.	✓	BEAMS.		
" <u>from 1/2 len. for'd. to 15% len. from</u> <u>Stem</u>	—	✓	Uppermost Continuous Deck, <u>amidships in</u> <u>IN WAY OF OIL TANKS</u> <u>Wells, Angle, <u>E or F</u></u>	LONGITUDINAL	
" <u>in Peaks, Angle, <u>E or F</u></u>	7/8 6 DIAS.	✓	" " <u>in way of Bridge, Angle, <u>E or F</u></u>	SEE REPT 1*	
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships	YES	✓	IN WAY OF FORE DEEP TANK	10 3 1/2 .40 B.A. AS APPR.	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	YES	✓	Spacing	7 3 .44 B.A.	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	YES	✓	Second Deck, <u>amidships, Angle, <u>E or F</u></u>	EVERY FRAME	
DOUBLE BOTTOM.			Spacing	9 3 1/2 .40 B.A.	
Keelsons, Depth and thickness at mid-line in Holds	LONGITUDINAL FRAMING	✓	Third Deck, <u>amidships, Angle, <u>E or F</u></u>	EVERY FRAME	
Height of Brackets at side above base line at toe of frame	ON BOTTOM	✓	Spacing	—	
Middle Line Keelson, on Floors, Angles, <u>E or F</u>	IN WAY OF CARGO TANKS	✓	Fourth Deck, <u>amidships, Angle, <u>E or F</u></u>	—	
" " <u>Through Plate or Inter- costal Plate</u>	SEE REPT 1*	✓	Spacing	—	
" " <u>Foundation Plate on</u> <u>Floors</u>			Poop Deck, <u>amidships, Angle, <u>E or F</u></u>	8 3 .48 .35	
" " <u>Flat Plate Keel Angles</u>			Spacing	EVERY FRAME	
Keelsons, No. each side			Bridge Deck, <u>amidships, Angle, <u>E or F</u></u>	LONGITUDINAL	
" <u>thickness of Intercostal Plate</u>			Spacing	—	
" " <u>Angles</u>			Forecastle Deck, <u>amidships, Angle, <u>E or F</u></u>	9 3 .46	
DOUBLE BOTTOM, IN MACHY SPACE.	.50 INBOARD		Spacing	KAS APP	
Solid Floors, thickness and spacing	.45 INBOARD			EVERY FRAME	
" " <u>Are Frame and Reversed Frame</u> <u>joggled?</u>	EVERY FRAME.				
Bracket Floors, breadth and thickness at middle line	No (T.T. BEAM S.E.W.)				
" " <u>breadth and thickness at</u> <u>margin plate</u>	—				



## 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 .....					
" in 'tween Decks, Size and Spacing .....	AT ENDS	/			
" " " " " "	AND IN BRIDGE	/			
" in Holds " " " " " "	AS APPROVED	/			
" " " " " "	10 x 4 x .50 I.A.	/			
" " " " " "	10 x 4 x .475 S.A. 4"	/			
" " " " " "	SPACED 28" (30" IN PUMP ROOMS)	/			
" " " " " "	WITH 3 STRINGERS	/			
" " " " " "	COAMING 72x52 (.55 @ 30")	/			
" " " " " "	ELSEWHERE .46 (.48 @ 30")	/			
STRINGERS AND DECKS.					
Uppermost Continuous Deck.					
Stringer Plate, breadth and thickness in Wells	76 x .89	INCREASED AT BREAKS			
" " " " in way of Bridge	76 x .89	" " "			
" Angle in Wells .....	7 7 .89	/			
Thickness of Plating abreast Deck openings in way of Wells .....	.89 AND AS APP <sup>d</sup> .	/			
Thickness of Plating abreast Deck openings in way of Bridge.....	1.04 & 1.00	/			
Thickness of Plating within line of openings....	.89 AND AS APP <sup>d</sup> .	/			
If Sheathed, material and thickness.....	NOT SHEATHED	/			
Second Deck. FORWARD. (DEEP TANK TOP)					
Stringer Plate, breadth and thickness in Wells	.36	/			
Stringer Plate, breadth and thickness in way of Bridge .....	.36	/			
Thickness of Plating abreast Deck openings in way of Wells .....	.44 UNDER MATCH	/			
Thickness of Plating abreast Deck openings in way of Bridge.....	-	/			
Thickness of Plating within line of openings....	-	/			
If Sheathed, material and thickness.....	NOT SHEATHED	/			
Third Deck. AFT (ER FLAT)					
Stringer Plate, breadth and thickness.....	.36	/			
If Plated, state thickness .....	.36	/			
Fourth Deck.					
Stringer Plate, breadth and thickness.....	-	/			
If Plated, state thickness.....	-	/			
Poop Deck.					
Stringer Plate, breadth and thickness.....	.33	/			
Plating, Sheathing, material and thickness ...	.33	/			
Bridge Deck.					
Stringer Plate, breadth and thickness.....	.33	/			
Plating, Sheathing, material and thickness ...	.33	/			
Forecastle Deck.					
Stringer Plate, breadth and thickness.....	.33	/			
Plating, Sheathing, material and thickness....	.33	/			
Stringer Plate, breadth and thickness.....	.50 UNDER WINDLASS	/			
Plating, Sheathing, material and thickness....	NOT SHEATHED	/			

## SHELL PLATING.

SCANTLINGS.						RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	UPPER EDGES. State if jogged? No.			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED LAPPED
	Breadth. Inches.	Thickness. Inches.	Thickness. Inches.	Thickness. Inches.			Diam.	Spacing cr. to cr. Inches.		Diam.	Spacing cr. to cr. Inches.	
Flat Plate Keel.....	57	1.06	1.06	1.06		ELEC. WELDED ✓						
" Bilge (if any)												
Bottom Plating, No. of Strakes THREE.....		.82	.50	.68	THICKNESS OF BOTTOM SHELL BETWEEN .25L & .05L FROM FORE END .82 IN WAY OF ST FRAME SPACING	A DOUBLE	1	4				
Bilge Plating, No. of Strakes TWO.....		.82	.50	.68		B E.WELDED.						
Side Plating, No. of Strakes TWO.....		.82	.50	.68		C E.WELDED.						
Upper Deck, Sheer-strake in Wells.....	89 1/4	1.01	.50	.52		D DOUBLE	1	4				
Upper Deck, Sheer-strake in Bridge.....	89 1/4	1.01	—	—		E "	7/8	3 1/4				
Strake below Sheer-strake in Wells.....		.67	.60	.50		F "	7/8	3 1/4				
Strake below Sheer-strake in Bridge.....		.67	—	—		G "	7/8	3 1/4				
Poop Side Plating.....		—	—	.45 .54		H DOUBLE	7/8	3 1/2				
Bridge Side Plating..... SET INBOARD 12"		.45	—	—		H "	7/8	3 1/2				
Forecastle Side Plating		—	.45 .60	—		PLATED VERTICALLY						
						PLATED VERTICALLY						

  

WATERTIGHT BULKHEADS.				FORGINGS AND CASTINGS.			
Total No. of W.T. BULKHEADS in Vessel—	14			KEEL, Bar	FLAT RATE.		
Extending to Upper Deck (Sec. 3 c)	14	(INCLUDING COFFERDAMS)		STEM	ROLLED BAR 11 1/2 x 3		
" Deck next below	—			Stern Frame { Propeller Post	CS AS A/S		
As per Rule	AS APPR			Rudder " "	APPR STRONG		
				Speed of Vessel	15 KNOTS.		
				RUDDER—Type	BALANCED STREAMLINE.		
				" A x D.	360		
				" Diam. of head	11 1/2 - 11 1/4 - 17		
				" Mainpiece at top pintle	—		
				" Pintle . heel	11 1/2		
				" how constructed	FRAME C.S. AS A/S STOCK F.S. APPR		
				" double or single plate coupling, vertical or horizontal	DOUBLE HORIZONTAL		

  

STIFFENERS.					
Plating Thickness.	VERTICAL.		HORIZONTAL.		
	Scantlings.	Spacing.	Scantlings.	Spacing.	
MIDSHIP BULKHD, Upper between decks	—	—	—	—	
" " Second	—	—	—	—	
" " Third	—	—	—	—	
O.T., BHP N° 102 Holds	.49 .50 .54 .75	8 x 3 1/2 x 44	33-32 1/2	3	STRINGERS.
COLLISION FR 204 (in Hold)	.30 .38 .54	7 x 3 1/2 x 38	24	—	RUMPROOM FLATS & STRINGERS
AFTER PEAK FR 10	.30 .32 .75 .53	6 x 3 1/2 x 40	24	—	2 STRINGERS & 8 x 4 x 50 I.A.

  

STEEL.		ALUMINIUM	
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture).		THE LANARKSHIRE STEEL CO LD. THE STEEL CO. OF SCOTLAND LD. COLVILLES LD.	
P403 STEEL SUPPLIED BY COLVILLES LD. FOR NUMBERS OF PLATES SEEP. 1 OF REPORT		OPEN HEARTH	
Has the Steel been tested as required by the Rules?		YES	



## ANCHORS

## HAWSERS AND WARPS.

## ~~Alternative Means of Steering~~

*Builder's Signature*

Date of issue

Signature \_\_\_\_\_

Surveyor to Lloyd's Register of Shipping

GLASGOW 30 MAR 1954  
+ 100A1

+ 100 A1.

2.54. Gls

Carrying Petroleum in bulk

Long's A.C.P.  
longitudinal framing at bottom & at deck

+ LMC 3.5H, Oil Engine  
with torsional endorsement  
3 D/B. - 180 lb.

0190 2/4



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 materials & workmanship are of good quality. All the double bottom tanks, fore peak tank, after peak tank, after F.W. tanks, oil cargo tanks, oil fuel bunkers, settling tanks, heavy oil tanks, generator oil tanks forward deep tanks and Cofferdams have been tested to rule requirements and found satisfactory. The weather decks and watertight bulkheads have been hose tested with satisfactory results.

The foreboard has been verified and the marks cut in on the vessel's side. Stowing arrangements, windlass, hand pumps and bilge suction tried under working conditions.

Oil fuel F.P. above 150°F is carried in cross bunkers, settling tank, heavy oil tanks, generator oil tank, forward deep tank and double bottom oil tanks. The rules for pumping and piping have been complied with so far as they are applicable.

Plans of midship section and profile & decks, as built, also approved plans, forging & reports are forwarded as per attached list.

Capacity Plan is also forwarded.

Vessel is stated to have sustained damage through striking quay wall at Glasgow 20-11-53. for detail and repair see Continuation sheet (Rpt 9A).

THE FOLLOWING UPPER DECK PLATES ARE OF P.403 QUALITY (NUMBERED FROM AFT.)  
A 7 A 11 B 7 B 11 C 8 C 12 D 9 D 13 E 6 E 8 E 9 E 10 STRINGER 8, 12, 14, 15, 16  
Y 14 S 32 PLATES IN ALL. Mill Sheet for the above material all forwarded

PARTICULARS OF ELECTRIC WELDING (if employed) Butts of keel & shell plating. Seams of keel/A. 3/c & C/D shell plating. Upper deck plating butts and all seams with the exception of C/D seam. Upper deck stringer plate to shell in poop bridge & fore-castle. Poop, bridge & fore-castle deck butts. Seams of poop & fore-castle dh plating. O.T. longitudinal and transverse bulkheads. Stringers & transverses. Machinery space double bottom.

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

Cruiser stern, Lloyd's & P. Machy aft. Oil Eng. Longitudinal framing at bottom & deck.

Carrying petroleum in bulk  
ESD DR. GYC. RADAR

RADAR Equipment (State if fitted) YES

State Type or Pattern No. MODEL 1401

State Name of Maker SERIAL N° 1466/1532

Name of Supplier MARINERS RAYTHEON PATHFINDER

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	INCLUDING TINS	A.E.G.	4014	20-3-53.
	2nd "	61-2-14	A.E.G.	3888	3-2-53.
	3rd "	52-3-14	A.E.G.	3810	9-1-53

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 119.0 ft., R.O.D. ft., Bridge 44.33 ft., Fore-castle 57.67 ft. (in feet and tenths). When the Poop or Fore-castle are joined to the B.D., this should be distinctly stated

Official No. ✓ Signal Letters LAPP. Extreme Breadth over Belting 72'25" (Circ. 1811) Over-all Length 545'0" (Circ. 1703)

No. and Material of Decks ONE — STEEL — 2ND DECK CLEAR OF OIL TANKS.

Parts of Bottom of Vessel coated with cement or approved composition F.P.T. & A.P.T. CEMENT OVER BOTTOM & CEMENT WASHED ELSEWHERE  
F.W.D.B. TANK CEMENT WASHED

Particulars of composition (if fitted) and of approval —

PARTICULARS OF (WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) CAPACITY PLAN APPENDED. (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.
Double bottom, aft.	—	—	Fore peak tank,	—	207.5
Double bottom, under Engines and Boilers, FRS 12-22	25'	25.0 SW 100% FULL	After peak tank,	—	120.5
Double bottom, if under Engines only, O.F.D. 8 FRS 26-44 (OIL FUEL ONLY)	57.5'	40.0 O.F. 97% FULL	Deep tank, aft,	—	54.0
Double bottom, if under Boilers only,	—	—	Deep tank, forward, FRS 193-204	24.75	633.5
Double bottom, forward,	—	—	Other tanks, if fitted, TANK ON 2 IN STERN	—	44.5
Total length (if continuous) and Capacity	92.5	111 FW	TANKS AFT FRS 5-9 14.5	—	83.5
		111 OF	(If necessary furnish further information by sketch.)		

Order for Special Survey No. 3648

Date 4th APRIL 1952

Dates of Surveys held while building

(1952) OCT. 1, 3, 14, 16, 17, 21, 24, NOV. 4, 11, 14, 17, 19, 20, 25, DEC. 3, 9, 11, 15, 19, 23, 26, 30, (1953) JAN. 6, 8, 12, 14, 16, 19, 21, 28, 29, FEB. 3, 5, 8, 11, 13, 17, 19, 23, MAR. 2, 3, 4, 9, 11, 12, 24, APR. 6, 9, 10, 14, 16, 20, 28, 30, MAY 5, 7, 8, 12, 15, 19, 22, 27, 29, JUN. 8, 10, 11, 12, 15, 17, 18, 19, 22, 23, 25, 30, JULY 2, 3, 15, 17, 20, 22, 28, 29, 31, AUG. 1, 4, 5, 6, 11, 13, 14, 18, 20, 24, 25, 27, 28, 31, SEPT. 2, 3, 24, 28, 29, 30, OCT. 1, 2, 5, 6, 7, 8, 9, 13, 14, 16, 20, 21, 22, 23, 27, 28, 30, NOV. 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 25, DEC. 15, 24, 28, 29, 31, (1954) JAN. 7, 8, 11, 15, FEB. 9, 11, 12, 15, 16, 17, 18, 19, 22, 23, 24, 25, 26, 28, MAR. 1, 2, 3, 4, 5

Total No. of Visits



Rpt. 1°.

M.T. "DAVANGER"

## PARTICULARS OF LONGITUDINAL FRAMING.

LITHGOWS L<sup>D</sup> N° 1079GREENOCK F.E. REP<sup>T</sup> N° 25109

FRAMING.		AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.				
ing of L, L or C .....	es in Bridge 'tween Decks ... es from Uppermost Continuous Deck	In Ship.			In Ship.				Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam. Ins.	Speng. Ins.		Number.	Diameter. Inches.
1	CENTRE GIRDER No. 1	15x4x4x.62 CH			15x4x4x.62 CH			ADDITIONAL BOTTOM TRANSVERSES IN CENTRE TANK FORWARD OF .2L	ELEC. WELDED			ELEC. WELDED	
2	"	"	"	"	"	"	"		"	"		"	"
3	"	"	"	"	"	"	"		"	"		"	"
4	"	"	"	"	"	"	"		"	"		"	"
5	"	"	"	"	"	"	"		"	"		"	"
6	LONGITUDINAL				OT BULKHEAD								
7	15x4x4x.62 CH.								ELEC. WELDED			ELEC. WELDED	
8	"	"	"		TRANS FRAMING IN WAY OF				"	"		"	"
9	"	"	"		END TANK				"	"		"	"
10	"	"	"						"	"		"	"
11	RE GIRDER												
12	IN	PLATE 77x.50			77x.50			.42 DOCKING BRACKETS					
13	10 TANKS	16x1.00 FACE FLAT			16x1.00 FACE FLAT			FLG 5" P&S OF					
14		VERT. STIFFERS			VERT. STIFFERS			CENTRE GIRDER					
15		7x3x.42 IA			7x3x.42 IA			IN EACH SPAN WITH					
16		GIRDER ELEC WELDED TO SHELL			GIRDER ELEC WELDED TO SHELL			ADDITIONAL BRACKETS IN VICINITY OF TRANS.					
17								OT BULKHEADS					
18													
acing of longitudinal frames		Amidships	33										
		At Ends	33										
Tank Top Longitudinals		DOUBLE BOTTOM IN ENGINE ROOM ONLY											
Bottom		TRANSVERSE FRAMING.											
Longitudinals		Amidships											
		At ends...											
Transverses.													
Depth and Thickness		49x.45			49x.45				Rivets in Lugs to Shell.				
Face Angles PLATE		10x.84			10x.84				Diam. Speng.				
VERT. STIFFERS		7x.42 FLAT			7x.42 FLAT			ELEC. WELDED					
Lugs to Shell*		ELEC. WELDED			ELEC. WELDED								
Depth and Thickness		30x.44			30x.44								
Face Angles PLATE		6x.50			6x.50								
Lugs to Shell*		ELEC. WELDED			ELEC. WELDED								
Depth and Thickness		49x.45			49x.45								
Face Angles PLATE		10x.75 1/4			10x.75 1/4			Y APPROVED .66					
VERT. STIFFERS		7x.50 FLAT			7x.50 FLAT			X APPROVED .42					
Lugs to Shell*		ELEC. WELDED			ELEC. WELDED								
Back Bars													
Brackets To Long		.42 FLG 3"			.42 FLG 3"								
g of Transverse Frames... ate if joggled or liners.		11'8x9'4"											
BA Bridge Deck		7	3	.43				Spacing.	Centre 37x.43 8x60 FLAT				
IA Upper		8	3 1/2	.43	TRANS BEAMS CLEAR OF OIL TANKS			33	WINGS 35x.42 7x50 FLAT				
Second								33	AS APPROVED				
Third									GIRDER ON 60x.43 WITH 9x.55 FACE PLATE				

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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.

0190 3/4

Lloyd's Register Foundation



31 MAR 1954

STL. SINGLE SCREW M. TANKER DAVANGER  
(LITHGOWS L<sup>D</sup> YARD N° 1079)DAMAGE

stated to have been sustained through striking  
quay wall at Glasgow 20-11-53  
(V/W Reps. J. B. Cousins & Sons)

Struck side in way of N° 2 wing cargo tank  
(Tanks & plates numbered from forward)

3<sup>rd</sup> Strake below main sheer N° 5 plate set in locally - faired in place.

4<sup>th</sup> Strake below main sheer N° 4 plate set in at upper landing  
partly cut adrift - faired & riveted.

Riveting & caulking in vicinity overhauled.

One main frame buckled, cropped, part removed, faired &  
refitted, butt. elec welded.

Lower stringer plate buckled, cropped & part renewed.

Bracket to stringer buckled, - renewed.

N° 2 wing cargo tank examined internally & on  
Completion of repairs, tested.

After repairs