

STEEL STEAMER OR MOTORSHIP.

Received at London Office

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 *2nd June 1947*Port of *BELFAST*No. *14389*Survey held at *BELFAST*Date First Survey *14 June 1945*Last Survey *29 May*

1947

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

S.S. "LOCH GARTH"

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

*Complete Superstructure with tonnage opening.*State Type of Erections *Bridge Forecastle*

TONNAGE under Tonnage Deck ...

*6830.06*CLASS *100A.1.*State if with freeboard as condition of Class *Yes*Built at *Belfast*

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

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *470'*Launched *24/9/46* Yard No. *1328*Total *6830.06*Breadth (greatest moulded) *66'*Builders *Harland & Wolff Ltd*Gross Tonnage *8617.23*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *41'*Owners *Royal Mail Lines Ltd*Register Tonnage *5131.68*1st Longitudinal Number (L x D) *19270*

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

REGISTERED DIMENSIONS.

FEET

*477.9**66.3**30.05*Framing Depth "d," at middle of length. See Sec. 3 (1d) *10.4*Proportions—Depth to Length—Uppermost continuous deck to top of keel *11.46*Do. Long Bridge to top of keel *9.59*Draught Moulded *28'-4 5/8"*

If surveyed while building, afloat, or in dry dock

Building afloat & in dry docks.

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>33 1/2"</i>	<i>J</i>	Bracket Floors, Frame	<i>8A</i>	<i>6 3/2 .40</i>
" " from 1/2 length amidships to Collision bulkhead	<i>27"</i>	<i>J</i>	" " Reversed Frame	<i>8A</i>	<i>5 1/2 3 .41</i>
" " in peaks	<i>24"</i>	<i>J</i>	" " Vertical Struts	<i>2 @</i>	<i>8-3 1/2 .42</i>
DE FRAMING.			Centre Girder, depth and thickness amidships	<i>47</i>	<i>.58</i>
Frame Amidships, Angle, <i>[off]</i>	<i>2-3 1/2-3 1/2 .48</i>	<i>J</i>	" " top Angles	<i>Double</i>	<i>3 1/2 3 1/2 .52</i>
" " Extends up to	<i>upper deck</i>	<i>J</i>	" " bottom Angles	<i>Double</i>	<i>5 5 .58</i>
Reversed Frame Amidships, Angle	<i>J</i>		Side Girders, No. each side and thickness	<i>2 @</i>	<i>.42</i>
" " Extends up to	<i>J</i>		Margin Plate depth (excl. of flange) and thickness	<i>38"</i>	<i>.58</i>
Depth of Framing Girder	<i>9"</i>		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	<i>WELDED</i>	
Frames in Uppermost Continuous 'tween Decks, Angle, <i>[off]</i>	<i>2-3 1/2-3 1/2 .48</i>	<i>J</i>	" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	<i>WELDED</i>	
" " Second 'tween Decks, Angle, <i>[off]</i>	<i>Do</i>	<i>J</i>	" " Gussets, spacing and scantling abaft 1/2 len. from stem	<i>INNER BOTTOM PLATING EXTENDS OVER BILGE</i>	
" " Third " " " "	<i>Do</i>	<i>J</i>	" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	<i>DO AFTER PAINT FOR PAINT EXTENDS TO SHELL</i>	
" " from 1/2 len. for'd. to 15% len. from Stem	<i>9-3 1/2-3 1/2 .48</i>	<i>J</i>	Tank Side Brackets, height above base line at toe of Frame and thickness	<i>45</i>	<i>.44</i>
" " in Peaks, Angle, <i>[off]</i>	<i>9-3 1/2 .38</i>	<i>J</i>	INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>7/8 @ 5 1/4"</i>	<i>J</i>	Breadth and thickness of Middle Line Strake	<i>57</i>	<i>.58</i>
State if Frame Joggled	<i>Yes</i>	<i>J</i>	Thickness of remainder in Holds	<i>50</i>	<i>.58</i>
Are the scantlings and arrangements in the Panting Area in accordance with the Rules as approved?	<i>Yes</i>	<i>J</i>	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?	<i>Yes</i>	<i>J</i>
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and as approved?	<i>Yes</i>	<i>J</i>	BEAMS.		
DOUBLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, <i>[off]</i>	<i>8-3 1/2-3 1/2 .52</i>	<i>J</i>
Floors, Depth and thickness at mid-line in Holds	<i>46 EVERY FE.</i>	<i>J</i>	" " in way of Bridge, Angle, <i>[off]</i>	<i>Do</i>	<i>J</i>
Height of Brackets at side above base line at toe of frame	<i>46</i>	<i>J</i>	Spacing	<i>Every frame</i>	<i>J</i>
Middle Line Keelson, on Floors, Angles, <i>[off]</i>	<i>2-3 1/2-3 1/2 .48</i>	<i>J</i>	Second Deck, amidships, Angle, <i>[off]</i>	<i>2-3 1/2-3 1/2 .48</i>	<i>J</i>
" " Through Plate or Inter-costal Plate	<i>46</i>	<i>J</i>	Spacing	<i>Every frame</i>	<i>J</i>
" " Foundation Plate on Floors	<i>46</i>	<i>J</i>	Third Deck, amidships, Angle, <i>[off]</i>	<i>10-3 1/2-3 1/2 .56</i>	<i>J</i>
" " Flat Plate Keel Angles	<i>46</i>	<i>J</i>	Spacing	<i>Every frame</i>	<i>J</i>
Side Keelsons, No. each side	<i>46</i>	<i>J</i>	Fourth Deck, amidships, Angle, <i>[off]</i>	<i>10-3 1/2-3 1/2 .56</i>	<i>J</i>
" " thickness of Inter-costal Plate	<i>46</i>	<i>J</i>	Spacing	<i>Every frame</i>	<i>J</i>
" " Angles	<i>46</i>	<i>J</i>	Poop Deck, Angle, <i>[off]</i>	<i>46</i>	<i>J</i>
DOUBLE BOTTOM.			Spacing	<i>Every frame</i>	<i>J</i>
Solid Floors, thickness and spacing	<i>46 EVERY FE.</i>	<i>J</i>	Bridge Deck, Angle, <i>[off]</i>	<i>8-3 1/2-3 1/2 .52</i>	<i>J</i>
" " Are Frame and Reversed Frame joggled?	<i>YES</i>	<i>J</i>	Spacing	<i>Every frame</i>	<i>J</i>
Bracket Floors, breadth and thickness at middle line	<i>35 1/4 .46</i>	<i>J</i>	Forecastle Deck, Angle, <i>[off]</i>	<i>8 3 .45</i>	<i>J</i>
" " breadth and thickness at margin plate	<i>35 MIN .46</i>	<i>J</i>	Spacing	<i>Every frame</i>	<i>J</i>

(MADE IN ENGLAND.)

014325-014334-0129 1/2

PILLARS AND DECKS.

PILLARS, No. of Rows	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
2				
in 'tween Decks, Size and Spacing		<i>wide spaced</i>		
" " " "		<i>as per</i>		
in Holds		<i>approved</i>		
" " " "		<i>plans</i>		
Centre Line Bulkhead.		<i>none</i>		
Stiffeners and Spacing				
Plating, thickness of		✓		
STRINGERS AND DECKS.				
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness in Wells	68	.74		
" " " " in way of Bridge	68	.46		
" Angle in Wells	6	.74		
Thickness of Plating abreast Deck openings in way of Wells	.54	.55		
Thickness of Plating abreast Deck openings in way of Bridge		.42		
Thickness of Plating within line of openings...	.40	.44		
If Sheathed, material and thickness.....		✓		
Second Deck.				
Stringer Plate, breadth and thickness in Wells	.46			
Stringer Plate, breadth and thickness in way of Bridge	51	.40		
Thickness of Plating abreast Deck openings in way of Wells		.42		
Thickness of Plating abreast Deck openings in way of Bridge		.36		
Thickness of Plating within line of openings...		.36		
If Sheathed, material and thickness.....		✓		
Third Deck.				
Stringer Plate, breadth and thickness.....	51	.40		
If Plated, state thickness		.36		
Fourth Deck.				
Stringer Plate, breadth and thickness.....	51	.36		
If Plated, state thickness.....		.30		
Poop Deck.				
Stringer Plate, breadth and thickness.....		✓		
Plating, Sheathing, material and thickness ...		✓		
Bridge Deck.				
Stringer Plate, breadth and thickness.....	84	.48		
Plating, Sheathing, material and thickness44	.48		
Forecastle Deck.				
Stringer Plate, breadth and thickness.....		.38		
Plating, Sheathing, material and thickness...	.36	<i>no sheathing</i>		

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?	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.....	55 1/2	.88	.78	.78		D.R.	1"	3 3/4"	4	1"	4"	LAPPED.	
„ Dblg. (if any)		✓											
Bottom Plating, No. of Strakes	3	.69	.53	.56	3 strakes of shell	D.R.	7/8	3 3/8"	4	7/8	3 1/2"	LAPPED.	
Bilge Plating, No. of Strakes	2	.69	.53	.56	76 FOR B.C.A.D.	D.R.	7/8	3 3/8"	4	7/8	3 1/2"		
Side Plating, No. of Strakes	4	.67	.50	.50	1/16 from 3/16 to 1/2 both ends	D.R.	7/8	3 3/8"	3	7/8	3 3/8"		
Upper Deck, Sheer-strake in Wells.....	78	.79	.50	.50					4	1"	4"		
Upper Deck, Sheer-strake in Bridge67	✓	✓		D.R.	7/8	3 3/8"	4	7/8	3 1/2"		
Strake below Sheer-strake in Wells.....	78	.73	.50	.50		D.R.	1"	3 3/4"	4	1"	4"		
Strake below Sheer-strake in Bridge ...	78	.67	-	✓		D.R.	7/8	3 3/8"	4	7/8	3 1/2"		
Poop Side Plating.....		✓	✓	✓			✓	✓		✓	✓	✓	
Bridge Side Plating.....		.60				D.R.	7/8	3 3/8"	4	7/8	3 3/8"		
Forecastle Side Plating			.42			S.R.	3/4	3"	S.R.	3/4	3"		

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	ONE
" Deck next below	6
As per Rule	7

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Depa from App Plans to be
KEEL, Bar	FLAT PLATE.			
STEM	MILD STEEL BAR	10 5/8 x 2 3/4		
STERN FRAME	CAST STEEL.	AS PER APP. PLAN	DARLINGTON FORGE.	
Propeller Post	Do	Do	Do	
Rudder	Do	Do	Do	
Speed of Vessel	16 KNOTS			
RUDDER—Type	Ordinary			
A x D	FORGED STEEL.	15 5/8"		
Diam. of head				
Mainpiece at top pintle				
heel				
how constructed				
double or single plate				
coupling, vertical or horizontal				

STIFFENERS.

	Plating Thickness.	VERTICAL.				HORIZONTAL.			
		Scantlings.	Spacing.	Scantlings.	Spacing.	Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks	.28	6 x 3 x 40 BA	31 1/2						
" " Second	.32	7 x 3 x 40 BA	31 1/2						
" " Third									
" " Holds	.42	7 x 3 x 34 1/2	31 1/2						
COLLISION (in Hold)	.52	6 x 3 x 36 J	24"			3 SEMI-BOX BEAMS			
AFTER PEAK	.50	6 x 3 x 38 J	24"			TUNNEL DK.			

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *S.M. open hearth*
bolvelles Ltd. Steel Co. of Scotland and Dorman, Long & Co.
 Has the Steel been tested as required by the Rules? *Yes*

See ls. attached

EQUIPMENT No. <u>54600</u> <u>524/2</u>												LETTER <u>77</u>		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.				
<u>49449</u>	1st Bower	<u>90</u>	<u>2</u>	-	-	-	-	<u>63</u>	<u>12</u>	<u>2</u>	-	<u>90-0-0</u>	<u>Stockless</u>	<u>L. Byers</u>	<u>Dundee, 20th May 1946 S.W. Norway</u>
<u>49425</u>	2nd "	<u>90</u>	-	<u>21</u>	-	-	-	<u>63</u>	<u>12</u>	<u>2</u>	-		"	"	<u>13th May 1946 "</u>
<u>49310</u>	3rd "	<u>78</u>	<u>1</u>	-	-	-	-	<u>57</u>	<u>17</u>	<u>2</u>	-		"	"	<u>18 April 1946 "</u>
	Collective weight	<u>258</u>	<u>3</u>	<u>21</u>	-	-	-					<u>257 1/2</u>			<u>6 May 1946 "</u>
		<u>22</u>	<u>2</u>	-	-	-	-	<u>31</u>	<u>5</u>	-	-	<u>26-10-0</u>			

CHAIN CABLES. $+ 6 - 12 - 14 = 33 - 2 = 31$

HAWSERS AND WARPS

CHAIN CABLES.

per
ate.

Break-
ing.

Fons.

Supplied.

Cwts. qrs. lbs.

Per Rule.

Cwts.

Length and Size
per Table 53.

Length.

Diam.

Description.

Makers of Cables.

Where and when tested,
and Superintendent.

6 - 1 1/2 - 1 1/2 = 3 3/4 - 2 = 1 1/2

6 May 1946

HAWSERS AND WARPS.

Material.

Length and Size
supplied.

Length.

Cir.

Breaking
Test of
Steel Wire.

Length and Size
per Table 53.

Length.

Cir.

1040

78 1/2

815 - 3 - 21

300

2 1/8

TAYCO

STUOLINK

A. Taylor & Son

Hetherington

Feb 21st 1946

Ref.

TOWLINE

130

6

99-2

130

5 1/2

HAWSERS
& WARPS

4x100

3"

18-12

2x100

12 3/4

2x100

3"

18-12

2x100

12 3/4

16-8"

✓

✓

120"

5"

STEEL
WIRE

hand) 4 Ram electric Hydraulic by John Hastie Alternative Means of Steering Duplicate Motors
st) Helmuta control Windlass Black Chapman Electric Boats +
d material hme. Plating increased .08 in way of better Cargo Battens, thickness, material and spacing 2" W.P. 9"
eck) Steel plates & angles. Thickness of Hatches Nos 1, 4, 5 - 3" Nos 2, 3 1/2" Nos 6, 7 - 4"
24'-9" x 17'-0" No. 2 22'-4" x 17'-0" No. 3 22'-4" x 17'-0" No. 4 4'-10 1/2" x 22'-0" No. 5 25'-1 1/2" x 17'-0" No. 6
+ 2 2 8 +
Builder's Signature FOR HARRISON & POLFF LIMITED

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.
not being an oil tanker, is fitted for carrying oil as cargo. Yes. Edible oil only. The positions in which oil is carried as fuel or cargo should
with the flash point (where required to be inserted in the Notation).

been built in conformity with the Society's Rules and regulations and the
Secretary's letter. The scantlings and arrangements are in accordance with an equivalent to
those shown in the approved plans. The oil fuel is carried in deep oil fuel bunkers at the
forward end of machinery space and in Nos 2, 3, 4, 5 & 8 double bottom tanks (F.P. above 150°)
The material and workmanship are good. The double bottom tanks, cofferdams, O.F. Bunkers
Fore & Aft Berks and Tunnel tanks have been tested to Rule requirements and found
satisfactory. The weather decks, W.T. Bulkhead, flats, tunnel clear of deep tanks, escapes,
sidelights have been satisfactory have tested. Steern, sea, windlass, anchors
and bilge pumps have been tested under working conditions and found in order.
The freeboards assigned have been verified, cut in and freeboard
certificates issued.

The amount of Entry Fee..... £	Fees applied for,
580-0-0	12/6/1947
Special Survey Fee..... £60-0-0	Received by me,
Freeboard 19-0-0	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.

State whether the Vessel has been built under Special Survey Yes
Certificate to be sent to Belfast Date of issue 28/7/47

Signature H. Davison.
Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Character assigned +100A1 with freeboard
5,47 Bel. Carrying vegetable oil in centre and after tunnel side tanks
Lloyds A.V.C.P. Fitted for oil fuel 5,47 F.P. above 150°F
+ LMC 5,47.
FD. C.L.
2 WTB 585 lb (Spt. 535 lb). D.B. 100 lb
Note for S.R.L.
Ask H. for
White Bell. (h)

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 casting & forging reports also steel invoices are now embodied
(3 casting & forging reports and 4 on report N°10)

Interim certificate issued, copy attached.

Approved plans are being retained at this office for guidance during the completion of the sister ship. Yard N°1329.

(Similar to the same Russian yard N°999G. "Lochawon" built 1938.)

PARTICULARS OF ELECTRIC WELDING (if employed) The boundary bulkheads and coams of O.F. Bunkers and soluble oil tanks, all welded construction. Deck girders are welded to decks and all decks below the weather deck are welded to the shell plating. The end buttocks of the tank top plating are welded. The fore & after Peak bulkheads are of all welded construction. At the fore end of No 1 Hold the inner bottom plating is welded to shell also stringers and breast hooks in fore & after Peak tanks. Bilge keel welded to shell. Sub. oil tank all welded construction also bulkheads.

SPECIAL NOTATIONS :—Either as part of the vessel's class or for record in the Register Book. Scruiser stern, GYO, D.F., E.S.D., Reforg. machinery, One deck & shelter deck, 3rd deck except in No 4 Hold, 4th deck in No 2 & 3 Holds. 7 Bulkheads (bulk: to weather deck and 6 to 2nd deck) W.E.W.

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

1st Bower	55-2-7	J.H.J.	7535	22-2-46
2nd "	55-3-0	J.H.J.	7513	15-2-46
3rd "	48-3-15	A.E.G.	8149	5-2-46
STREAM.	21-2-20	J.H.J.	7330	14-12-45

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge 173.01 ft., Forecastle 48.5 ft.

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

Official No. 181629 Signal Letters Extreme Breadth over Belting No Belting, Over-all Length 498'-3 1/2" (Circ. 1611) (Circ. 1703)

No. and Material of Decks One deck & shelter deck, 3rd deck except in No 4 Hold, 4th deck in No 2 & 3 Holds Steel

Parts of Bottom of Vessel coated with cement or approved composition Wash in Jellies in No 1, 6, 7 & 9 D.B. Tanks & Caissons.

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.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft, N° 7, 8 & 9	120-0 1/2	306	Fore peak tank, Length 6 FP.	24-8 1/2	69
Double bottom, under Engines and Boilers,			After peak tank, " " AP	21-0	78
Double bottom, if under Engines only, N° 5 & 6	47-5 1/2	187	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward, Bulkhead Bunkers	56-3 1/2	1137
Double bottom, forward, N° 1, 2, 3 & 4	240-0 1/2	898	Other tanks, if fitted, Tunnel tanks	78-2	834
Total length (if continuous) and Capacity	407-6 1/2	1391	(If necessary furnish further information by sketch.)		

Order for Special Survey No. 948

Date 10/5/45

Dates of Surveys held while building

June 14, 19, 20, 27 July 21, 25, 31 Aug 3, 13, 24, 30 Sept 8, 19, 26 Oct 1, 5, 16, 19, 29, 31 Nov 5, 9, 12, 27, 29
Dec 5, 14, 31 Jan 8, 18, 22 Feb 2, 7, 8, 20, 21, 28 Mar 5, 12, 20, 27, 29 Apr 3, 11, 15, 19, 24, 35, 29 May 3, 8, 10, 13, 15, 16, 20
27, 30, 31 June 3, 7, 13, 17, 19, 21, 24, 28 July 2, 4, 5, 9, 23, 24, 26, 29, 31 Aug 1, 2, 6, 7, 8, 12, 14, 15, 16, 19, 20, 23, 24
3, 8, 14, 17, 22, 23, 28, 31 Nov 7, 14, 20, 28 Dec 9, 12, 14, 19 Jan 13, 31 Feb 7, 12 Mar 3, 12, 19, 31 Apr 2, 28
Apr 17, 18, 23, 30 May 7, 9, 16, 21, 27, 28, 29
Total No. of Visits 129

Lloyd's Register Foundation