

## STEEL STEAMER OF MOTORSHIP.

Received at London Office 16 DEC 1931

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

17<sup>th</sup> DECEMBER 1931Port of **GREENOCK**

No. 19340

Survey held at **GREENOCK**Date First Survey 2<sup>nd</sup> July 1931Last Survey 4<sup>th</sup> DECEMBER 1931

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

**SINGLE SCREW MOTORSHIP "ACCLIVITY"****MACHINERY AFT**

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

**FULL SCANTLINGS**State Type of Erections **POOPY F'CLE**

TONNAGE under Tonnage Deck

**292.91**CLASS **100.A.I.**State if with freeboard as condition of Class **No**Built at **GREENOCK**

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) **L 164**Launched **OCT. 29<sup>th</sup> 1931** Yard No. **182**

Total

Breadth (greatest moulded) **B 24.5**Builders **GEORGE BROWN & CO LTD**

Gross Tonnage

**388.76**Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) **D 10.5**Owners **FREDERICK T EVERARD & SONS LTD**

Register Tonnage

**174.40**1st Longitudinal Number (L x D) = **1720**Managers **✓**

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

2nd Numeral L x (B + D) = **5730**Residence **LONDON**

## REGISTERED DIMENSIONS.

FEET.

Length

**164**Framing Depth "d" at middle of length. See Sec. 3 (1d) **8.16**

Breadth

**24.65**Proportions—Depth to Length—Uppermost continuous deck to top of keel **15.6**

Depth

**8.65**Do. Long Bridge to top of keel **✓**Draught Moulded **9'-11"**Port of Registry **LONDON**

If surveyed while building, afloat, or in dry dock

**BUILDING & AFLOAT**

## 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.
<b>FRAMES, Spacing amidships</b>	<b>21</b>		<b>Bracket Floors, Frame</b>	<b>ANGLE 4 3 .32</b>	
" " from $\frac{3}{8}$ length to Collision bulkhead	<b>21</b>		" " Reversed Frame	<b>ANGLE 4 3 .32</b>	
" " in peaks	<b>21</b>		" " Vertical Struts	<b>ANGLE 4 3 .32</b>	
<b>SIDE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>	<b>28 x .34</b>	
<b>Frame Amidships, Angle, E-F</b>	<b>4 2 1/2 .30</b> (as plan)		" " top Angles	<b>4 1/2 4 1/2 .375</b>	
" " Extends up to	<b>UPPER DK</b>		" " bottom Angles	<b>3 3 .36</b>	
" " IN ENGINE SPACE			<b>Side Girders, No. each side and thickness</b>	<b>ONE @ .28</b>	
<b>Reversed Frame Amidships, Angle</b>	<b>2 1/2 2 1/2 .28</b>		<b>Margin Plate depth (excl. of flange) and thickness</b>	<b>TANK TOP LEVEL</b>	
" " Extends up to	<b>SHIPS SIDE</b>		" " Vertical Angle to Tank side Bracket abaft + len. from stem	<b>5 x 3 x 37.5 TEE BAR</b>	
<b>Depth of Framing Girder</b>	<b>4</b>		" " Vertical Angle to Tank side Bracket forward + len. from stem		
<b>Frames in Uppermost Continuous 'tween Decks, Angle, [ or ]</b>	<b>✓</b>		" " Gussos, spacing and scantling abaft + len. from stem		
" " <b>Second 'tween Decks, Angle, [ or ]</b>	<b>✓</b>		" " Gussos, spacing and scantling forward + len. from stem		
" " <b>Third " " " "</b>	<b>✓</b>		<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	<b>48 x .30</b>	
<b>Framing in Peaks, Angle E-F</b>	<b>4 3 .28</b>		<b>INNER BOTTOM PLATING.</b>		
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amidships</b>	<b>3/4 @ 6 DIAS.</b>		<b>Breadth and thickness of Middle Line Strakes</b>	<b>.34</b>	
<b>State if Frame Joggled</b>	<b>No</b>		<b>Thickness of remainder in Holds</b>	<b>.34</b>	
<b>PANTING ARRANGEMENTS (Sec. 7), state system and particulars</b>	<b>ONE STRINGER &amp; BEAMS</b>		<b>Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. &amp; B. space and framing in Bunkers and Boiler Room?</b>	<b>✓</b>	
<b>STRENGTHENING OF BOTTOM FORWARD. State Particulars</b>	<b>2 STRAKES MIDSHIP THICKNESS TO F.P.B. EXTRA RIVETING EXTRA INTERCOSTALS &amp; DOUBLE FRAMES AS PER RULE</b>		<b>BEAMS.</b>		
<b>SINGLE BOTTOM. CLEAR OF OIL TANKS</b>			<b>Uppermost Continuous Deck, amidships</b>	<b>4 3 .30</b>	
<b>Floors, Depth and thickness at mid-line in Hold CLEAR OF OIL TANKS</b>	<b>15 1/2 x .28</b>		" " in way of <b>WAY OF OIL TANKS</b> Angle, E-F	<b>4 1/2 3 .32</b>	
<b>Height of Brackets at side above base line at toe of frame</b>	<b>LEVEL</b>		" " in way of <b>POOP</b> Angle, E-F	<b>21"</b>	
<b>Middle Line Keelson, on Floors, Angles, E-F</b>	<b>3 1/2 3 .32</b>		<b>Spacing</b>	<b>21"</b>	
" " Through Plate or Intercostal Plate	<b>.36-.32</b>		<b>TRUNK Second Deck, amidships, Angle, E-F</b>	<b>4 3 .30</b>	
" " Foundation Plate on Floors	<b>12 x .36-.32</b>		<b>Spacing</b>	<b>21</b>	
" " Flat Plate Keel Angles	<b>3 3 .36</b>		<b>Third Deck, amidships, Angle, [ or ]</b>		
<b>Side Keelsons, No. each side</b>	<b>ONE</b>		<b>Spacing</b>		
" " thickness of Intercostal Plate	<b>.28</b>		<b>Fourth Deck, amidships, Angle, [ or ]</b>		
" " Angle	<b>6 3 .50</b>		<b>Spacing</b>		
<b>DOUBLE BOTTOM. IN WAY OF OIL TANKS</b>			<b>Poop Deck, Angle, E-F</b>	<b>6 3 .40</b>	
<b>Solid Floors, thickness and spacing</b>	<b>.28 EVERY 3<sup>RD</sup></b>		<b>Spacing</b>	<b>42</b>	
" " Are Frame and Reversed Frame joggled?	<b>No</b>		<b>Bridge Deck, Angle, [ or ]</b>	<b>✓</b>	
<b>Bracket Floors, breadth and thickness at middle line</b>	<b>18 x .28</b>		<b>Spacing</b>	<b>✓</b>	
" " breadth and thickness at margin plate	<b>27 x .28</b>		<b>Forecastle Deck, Angle, E-F</b>	<b>4 3 .32</b>	
			<b>Spacing</b>	<b>21</b>	

## 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.
<b>PILLARS, No. of Rows.....</b>				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 Holds " "			CENTRE LINE	Thickness of Plating within line of openings...			
" " " " "			BULKHEAD	If Sheathed, material and thickness .....			
<b>Centre Line Bulkhead. IN OIL TANKS ONLY.</b>				<b>Third Deck.</b>			
Stiffeners and Spacing.....			ANGLE 6x3x34 SPACED 21"	Stringer Plate, breadth and thickness.....			
Plating, thickness of .....			34-30	If Plated, state thickness.....			
<b>STRINGERS AND DECKS.</b>				<b>Fourth Deck.</b>			
<b>Uppermost Continuous Deck.</b>				Stringer Plate, breadth and thickness.....			
Stringer Plate, breadth and thickness in Wells.....			55 x 375	If Plated, state thickness .....			
" " " " in way of Bridge .....			✓	<b>Poop Deck.</b>			
" Angle in Wells .....			4 1/2 x 4 1/2 x 375	Stringer Plate, breadth and thickness .....			18 x 25
Thickness of Plating abreast Deck openings in way of Wells .....			✓	Plating, Sheathing, material and thickness .....			25 LBS. 2 1/2 PPS SHEATHING
Thickness of Plating abreast Deck openings in way of Bridge .....			✓	<b>Bridge Deck.</b>			
Thickness of Plating within line of openings...			✓	Stringer Plate, breadth and thickness.....			✓
If Sheathed, material and thickness .....			NOT SHEATHED	Plating, Sheathing, material and thickness ...			✓
<b>TRUNK DECK PLATING.</b>				<b>Forecastle Deck.</b>			
Stringer Plate, breadth and thickness in Wells.....			35	Stringer Plate, breadth and thickness.....			30
				Plating, Sheathing, material and thickness ...			30 NOT SHEATHED

## SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? <b>No</b>	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 .....	42	.50	.50	.50		DOUBLE	3/4	3	THREE	3/4	2 5/8	LAPPED	
„ DBLG. (if any)													
BOTTOM PLATING, No. of Strakes .....	TWO	.375	.37	.37		„	3/4	3	TWO	3/4	„	„	
BILGE PLATING, No. of Strakes .....	ONE	.375	.37	.37		„	3/4	3	„	3/4	„	„	
SIDE PLATING, No. of Strakes .....	ONE	.375	.37	.37		„	3/4	3	„	3/4	„	„	
UPPER DECK, Sheer- strake in Wells .....	54	.50	.50	.50		„	3/4	3	THREE TWO	3/4	„	„	
UPPER DECK, Sheer- strake in Bridge ...													
STRAKE BELOW Sheer- strake in Wells .....													
STRAKE BELOW Sheer- strake in Bridge ...													
POOP SIDE PLATING .....			.25			SINGLE	3/4	3	SINGLE	3/4	„	„	
BRIDGE SIDE PLATING ...													
FOREC'TLE SIDE PLATING		.25				SINGLE	3/4	3	SINGLE	3/4	„	„	

## WATERTIGHT BULKHEADS.

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

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, <del>Box</del> .....	{	ROLLED.	FLAT PLATE KEEL	
STEM .....		STEEL	6x1 1/8	
STERN FRAME {	Propeller Post .....	FORGED	5 5/8 x 3	THE LYTHAM S & Co LTD
	Rudder .....	W. I.	5 3/8 x 3	E. C. O. LTD
RUDDER—A x D .....		77.8		
Speed of Vessel .....		9 KNOTS		
RUDDER mainpiece at head .....	FORGED	4 7/8	THE LYTHAM S & Co LTD	
" " heel .....	W. I.	3 5/8	E. C. O. LTD	
" how constructed .....	FORGING WITH FORGED ARMS SHRUNK ON			
" <del>double</del> single plate coupling, vertical .....		78		
" horizontal .....		HORIZONTAL		2020

		Plating Thickness.	STIFFENERS.				
			VERTICAL.		HORIZONTAL.		
			Scantlings.	Spacing.	Scantlings.	Spacing.	
MIDSHIP BULKHEAD,	Upper tween decks						
"	" Second "						
"	" Third "						
"	" Holds .....	32	30	5x3x	34	22	✓
COLLISION	" (in Hold) .....	32	30	6x3x	30	24	✓
AFTER PEAK	" .....	30	26	6x3x	30	24	✓

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) (OPEN HEARTH PROCESS)  
COLVILLES, STEEL CO OF SCOTLAND, LANARKSHIRE, CONSETT, BRITISH IRON & STEEL CO, APPLEBY IRON CO.

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

EQUIPMENT No 6179											LETTER 8		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.	qrs.			
33820	1st Bower	10	1	21	Stockless			12	8	3	0	10 1/4	BYERS IMPROVED STOCKLESS		PER W. L. BYERS & Co	SUNDERLAND 2 1/2 J. H. BUTLER.
33819	2nd "	10	1	14	--			12	6	2	7	10 1/4	" " "		--	" " "
33822	3rd "	9	0	14	--			11	4	2	21	8 3/4	" " "		--	" " "
	Collective weight.	29	3	21								29 1/4				" " "
46402	Stream .....	3	2	0	3 21			5	18	3	0	3 1/2	ORDY FORGED W. IRON		✓	CRADLEY HEATH 3 1/2 R. F. DRYSDALE

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.	Ins.					Fathoms.	Ins.		Fathoms.	Ins.
46265	150	1 1/6	203	30.4	86	3	0	95 1/4	165	1 1/6	STUD LINK	NOT STATED	CRADLEY HEATH 1 1/6 R. F. DRYSDALE	WIRE...	75	2 1/2	13.2	75	2 1/2
46226	15	1 1/6	203	30.4	9	0	2				"	"	"	"	90	2"	8.3	90	2"
	165				95	3													
	60	2 1/2		13.2					60	2 1/2									

Steering Gear, Steam BY REID & SONS, PAISLEY.

Steering Gear, Hand COMBINED BY REID & SONS PAISLEY.

Boats 2-16' LIFEBOATS.

Steering Chains, Size and Test 3/4" DIA. TEST 6 3/4 TONS.

Windlass STEAM BY EMERSON, WALKER & THOMPSON.

Ceiling in Hold, thickness and material 3" W.P.

Cargo Battens, thickness, material and spacing NONE.

Cargo Hatchways. TRUNK (Deck) 30" x 42 COAMINGS

Thickness of Hatches 3" SOLID WOOD.

Size of No. 1 Hatchway (Forward) 7'0" x 5'3" No. 2 ✓

No. 3 ✓

No. 4 ✓

No. 5 ✓

No. 6 ✓

Number of Shifting Beams and/or Fore and Afters

✓ ALSO 6 OILTIGHT HATCHES 2'-6" x 3'-6" WITH STEEL COVERS & 6" COAMINGS & 6 OILTIGHT MANHOLES 22" x 18" WITH STEEL COVERS & 6" COAMINGS. ON TRUNK OK

Builder's Signature

Geo Brown

GENERAL DECLARATION. It should be stated (a) whether the vessel 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 **✓**. The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

This vessel has been built in accordance with the approved plans and in general conformity with the Society's rules for the class contemplated.

The materials & workmanship are of good quality. The freeboard has been verified & cut in on the vessel's sides.

The cargo oil tanks, oil fuel bunker, coffer dam, water ballast tanks & peak tanks have been tested to rule requirements & found satisfactory.

Section 20 of the rules have been complied with. Oil fuel flash point above 150°F to be carried in the oil fuel bunkers.

The amount of Entry Fee ..... £ 3 : 0 : 0

Fees applied for,

Special Survey Fee.... £ 58 : 3 : 8

FREEBOARD

Travelling Expenses, if any £

8th DECEMBER 1931

Received by me,

31.12.1931

I am of opinion the Vessel should be Classed **100A.I.** CARRYING PETROLEUM IN BULK

State whether the Vessel has been built under Special Survey **YES**

Signature

Kenneth Inglis.

Certificate to be sent to **GREENOCK OFFICE** Date of issue

20/4/31

6 Owners

(see ltr. 19/4/32)

Committee's Minute **GLASGOW 15 DEC 1931**

Character assigned **Deferred for completion of machinery**

FRI. 8 JAN 1932

+ 100A.I.

Carrying Petroleum in Bulk

Lloyd's arch. + Amb. 12.31

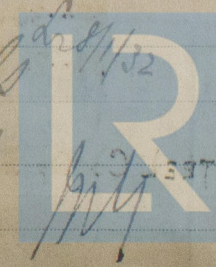
C.L. oil sup.

at 100A.I.

etc. etc.

White Gls

W.H.W.



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 approved plans together with the plans of Midship Section & Profile & decks as built are forwarded herewith, and also forging reports.

Midship Section.  
Profile & decks.  
Stern frame & rudder  
Engine seating.  
Pumping arrangement.  
Boiler Service Tank at bridge end.  
Alteration to floor for driving flywheel.

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

1st Bower	6.1.21	:	K.H.	:	934	:	20.8.31.
2nd "	6.0.16	:	K.H.	:	9238	:	19.6.31.
3rd "	5.1.16	:	K.H.	:	9317	:	20.8.31.

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop 42.5 ft., R.Q.D. ☒ ft., **TRUNK** 101.5 ft., Forecastle 20.5 ft.  
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. **TRUNK JOINED TO POOP & FORECASTLE.**

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 1 DK(SPL).

Official No. 162667. : Signal Letters  
particulars of composition **BOTTOM WHOLLY COVERED WITH CEMENT. CLEAR OF DOUBLE BOTTOM & OIL FUEL.** Is bottom of Vessel coated with cement **YES.** if not give

**PARTICULARS OF WATER BALLAST.—**

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		37.5
Double bottom, if under Engines only,			Deep tank, aft,		15.5
Double bottom, if under Boilers only,			Deep tank, forward,	5.25	46
Double bottom, forward, <b>AMIDSHIPS</b>	73.5	122.5	Other tanks, if fitted,		
	Total capacity of double bottom	122.5	(If necessary, furnish further information by sketch.)		

\* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 3328

Date 24th July 1931

Dates of Surveys held while building

(1931) July 2-29-30. Aug. 13-14-20-25-28. Sept. 2-3-4-8-11-15-17-22-24-28-30. Oct. 5-9-12-13-14-16-17-19-20-21-22-23-26-27-28-29-30. Nov. 3-5-9-11-13-19-21-25. Dec. 1-3-4.