

STEEL STEAMER ~~or~~ MOTORSHIP.

Received at London Office MAR -2 1938

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 *25<sup>th</sup> February 1938*Port of *Greenock*No. *20514*Survey held at *Greenock*Date First Survey *19<sup>th</sup> April 1934*Last Survey *25<sup>th</sup> February 1938*

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

*Twin S.S. "CLAN BUCHANAN" Motor amide.*

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

*Comp. Super. with tonnage opening aft.*State Type of Erections *P.A. & S.A. on Super. deck.*

TONNAGE under Tonnage Deck...

*6320.03*CLASS *100A1*State if with freeboard as condition of Class *Yes*Built at *Greenock*Launched *21<sup>st</sup> Dec. 1937* Yard No. *431*

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

Total

*6320.03*

Gross Tonnage

*7265.91*

Register Tonnage

*3692.28*

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

*L 157.00*

Breadth (greatest moulded)

*B 62.75*

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

*D 10.75*

1st Longitudinal Number (L x D)

*18693*

2nd Numeral L x (B + D)

*47655*

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

*18.58*

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

*11.32*

Draught Moulded

*28' 1 1/2"*Residence *London*Port of Registry *Glasgow*If surveyed while building, afloat, & in dry dock *Yes*

## 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>	<i>33</i>	<input checked="" type="checkbox"/>	<b>Bracket Floors, Frame</b>	<i>8 1/2 3 1/2 34</i>	<input checked="" type="checkbox"/>
" " from 1/3 length to Collision bulkhead	<i>27</i>	<input checked="" type="checkbox"/>	" " Reversed Frame	<i>7 3 35</i>	<input checked="" type="checkbox"/>
" " in peaks	<i>24</i>	<input checked="" type="checkbox"/>	" " Vertical Struts	<i>7 3 35</i>	<input checked="" type="checkbox"/>
" " <i>ATT. FRAMES 9-15</i>	<i>30</i>	<input checked="" type="checkbox"/>	<b>Centre Girder, depth and thickness amidships</b>	<i>46 57</i>	<input checked="" type="checkbox"/>
<b>SIDE FRAMING.</b>			" " top Angles	<i>3 1/2 3 1/2 51</i>	<input checked="" type="checkbox"/>
Frame Amidships, Angle, <i>E</i> or <i>[</i>	<i>12 3 1/2 50</i>	<input checked="" type="checkbox"/>	" " bottom Angles	<i>5 5 57</i>	<input checked="" type="checkbox"/>
" <i>ATT. 1/2" PLATING</i>	<i>12 3 1/2 54</i>	<input checked="" type="checkbox"/>	<b>Side Girders, No. each side and thickness</b>	<i>1 @ 40</i>	<input checked="" type="checkbox"/>
" " Extends up to	<i>3RD DECK.</i>	<input checked="" type="checkbox"/>	<b>Margin Plate depth (excl. of flange) and thickness</b>	<i>40 60</i>	<input checked="" type="checkbox"/>
<b>Reversed Frame Amidships, Angle</b>	<i>✓</i>	<input checked="" type="checkbox"/>	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	<i>6 6 48</i>	<input checked="" type="checkbox"/>
" " Extends up to	<i>✓</i>	<input checked="" type="checkbox"/>	" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	<i>6 6 48</i>	<input checked="" type="checkbox"/>
<b>Depth of Framing Girder</b>	<i>AULS. ANGLE.</i>	<input checked="" type="checkbox"/>	" " Gussets, spacing and scantling abaft 1/2 len. from stem	<i>21-7/8 RIV. AT PLATTING.</i>	<input checked="" type="checkbox"/>
<b>Frames in Uppermost Continuous 'tween Decks, Angle, <i>E</i> or <i>[</i></b>	<i>8 1/2 3 1/2 43</i>	<input checked="" type="checkbox"/>	" " Gussets, spacing and scantling forward 1/2 len. from stem	<i>CONTINUOUS ALT. 1/2 IN. WAY OF D.P. DOUBLE BOTTOM.</i>	<input checked="" type="checkbox"/>
" " <b>Second 'tween Decks, Angle, <i>E</i> or <i>[</i></b>	<i>8 1/2 3 1/2 43</i>	<input checked="" type="checkbox"/>	<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	<i>6 1/2 58 ANG. ON EVERY FR. IN BOILER ROOM.</i>	<input checked="" type="checkbox"/>
" " <b>Third " " "</b>	<i>✓</i>	<input checked="" type="checkbox"/>	<b>INNER BOTTOM PLATING.</b>		
<b>Framing in Peaks, Angle or <i>[</i></b>	<i>8 3 1/2 45</i>	<input checked="" type="checkbox"/>	Breadth and thickness of Middle Line Strake	<i>5 1/2 60</i>	<input checked="" type="checkbox"/>
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amidships</b>	<i>7/8 @ 6 DIA.</i>	<input checked="" type="checkbox"/>	Thickness of remainder in Holds	<i>1/8</i>	<input checked="" type="checkbox"/>
<b>State if Frame Joggled</b>	<i>YES, 4 INCHES AT ENDS OF VESSEL.</i>	<input checked="" type="checkbox"/>	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>5/8 UNDER HATCHWAYS IN LIEU OF CEILING.</i>	<input checked="" type="checkbox"/>
<b>PANTING ARRANGEMENTS (Sec. 7), state system and particulars</b>	<i>DEEP FRAME SYSTEM. 12 1/2 3 1/2 50 A.D. WITH 6 1/2 3 1/2 50 REV. ANG. FOR 13" GIRDER. 3 SIDE STRINGERS. NO SHELL CORR. SHELL PLATING 1/8</i>	<input checked="" type="checkbox"/>	<b>BEAMS.</b>		
<b>STRENGTHENING OF BOTTOM FORWARD. State Particulars</b>	<i>6 1/2 6 1/2 48 SING. FRAME WITH 2 CORR. ROWS OF RIVETS. ADDITIONAL INTERCOSTALS. 3 STRAKES SHELL PLATING 7/8 AS APPROVED 1" RIV.</i>	<input checked="" type="checkbox"/>	<b>Uppermost Continuous Deck, amidships</b>		
<b>SINGLE BOTTOM.</b>			in Wells, Angle, <i>E</i> or <i>[</i>	<i>9 3 1/2 40</i>	<input checked="" type="checkbox"/>
Floors, Depth and thickness at mid-line in Holds	<i>✓</i>	<input checked="" type="checkbox"/>	" " in way of Bridge, Angle, <i>E</i> or <i>[</i>	<i>9 3 1/2 38</i>	<input checked="" type="checkbox"/>
Height of Brackets at side above base line at toe of frame	<i>✓</i>	<input checked="" type="checkbox"/>	Spacing	<i>33</i>	<input checked="" type="checkbox"/>
<b>Middle Line Keelson, on Floors, Angles, <i>E</i> or <i>[</i></b>	<i>✓</i>	<input checked="" type="checkbox"/>	<b>Second Deck, amidships, Angle, <i>E</i> or <i>[</i></b>	<i>10 3 1/2 40</i>	<input checked="" type="checkbox"/>
" " Through Plate or Intercostal Plate	<i>✓</i>	<input checked="" type="checkbox"/>	Spacing	<i>33</i>	<input checked="" type="checkbox"/>
" " Foundation Plate on Floors	<i>✓</i>	<input checked="" type="checkbox"/>	<b>Third Deck, amidships, Angle, <i>E</i> or <i>[</i></b>	<i>11 3 1/2 42</i>	<input checked="" type="checkbox"/>
" " Flat Plate Keel Angles	<i>✓</i>	<input checked="" type="checkbox"/>	Spacing	<i>33</i>	<input checked="" type="checkbox"/>
<b>Side Keelsons, No. each side</b>	<i>✓</i>	<input checked="" type="checkbox"/>	<b>Fourth Deck, amidships, Angle, <i>E</i> or <i>[</i></b>	<i>✓</i>	<input checked="" type="checkbox"/>
" " thickness of Intercostal Plate	<i>✓</i>	<input checked="" type="checkbox"/>	Spacing	<i>✓</i>	<input checked="" type="checkbox"/>
" " Angles	<i>✓</i>	<input checked="" type="checkbox"/>	<b>Poop Deck, Angle, <i>E</i> or <i>[</i></b>	<i>6 3 36</i>	<input checked="" type="checkbox"/>
<b>DOUBLE BOTTOM.</b>			Spacing	<i>30</i>	<input checked="" type="checkbox"/>
<b>Solid Floors, thickness and spacing</b>	<i>1 1/4 @ 66</i>	<input checked="" type="checkbox"/>	<b>Bridge Deck, Angle, <i>E</i> or <i>[</i></b>	<i>6 3 32</i>	<input checked="" type="checkbox"/>
" " Are Frame and Reversed Frame joggled?	<i>PART JOGGLED &amp; PART CUT AT LONG RINGS.</i>	<input checked="" type="checkbox"/>	Spacing	<i>36 TO 33</i>	<input checked="" type="checkbox"/>
<b>Bracket Floors, breadth and thickness at middle line</b>	<i>3 1/2 44</i>	<input checked="" type="checkbox"/>	<b>Forecastle Deck, Angle, <i>E</i> or <i>[</i></b>	<i>8 3 44</i>	<input checked="" type="checkbox"/>
" " breadth and thickness at margin plate	<i>4 1/2 44</i>	<input checked="" type="checkbox"/>	Spacing	<i>27</i>	<input checked="" type="checkbox"/>



# 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>	2 ROWS			Stringer Plate, breadth and thickness in way of Bridge .....	66	46	✓
„ in 'tween Decks, Size and Spacing .....	WIDE SPACED			Thickness of Plating abreast Deck openings in way of Wells .....		42	✓
„ „ „ „ „	TUBULAR & BUILT			Thickness of Plating abreast Deck openings in way of Bridge .....		42	✓
„ in Holds „ „	PILLARS, & GIRDERS			Thickness of Plating within line of openings...		36	✓
„ „ „ „ „	AS APPROVED.		✓	If Sheathed, material and thickness .....			✓
<b>Centre Line Bulkhead.</b>				<b>Third Deck.</b>			
Stiffeners and Spacing.....			✓	Stringer Plate, breadth and thickness.....	67	40	✓
Plating, thickness of .....			✓	If Plated, state thickness.....		36	✓
<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	65	70	65 x 68 ✓	If Plated, state thickness .....			✓
„ „ „ „ in way of Bridge	65	68	65 x 65 ✓	<b>Poop Deck.</b>			
„ Angle in Wells .....	6	6	68 ✓	Stringer Plate, breadth and thickness .....		38	✓
Thickness of Plating abreast Deck openings in way of Wells .....			55 ✓	Plating, Sheathing, material and thickness { 34 WITH TEAK 2 1/2" OVER ACCOM. AT FORE END. ✓			✓
Thickness of Plating abreast Deck openings in way of Bridge .....			60 ✓	<b>Bridge Deck.</b>			
Thickness of Plating within line of openings...			42 ✓	Stringer Plate, breadth and thickness.....	72 1/2	30	✓
If Sheathed, material and thickness .....	TEAK 2 1/2" IN WAY OF N°3 HATCH.		✓	Plating, Sheathing, material and thickness ..	28 & TEAK 2 1/2"		✓
<b>Second Deck.</b>				<b>Forecastle Deck.</b>			
Stringer Plate, breadth and thickness in Wells...	66	46	✓	Stringer Plate, breadth and thickness.....		38	✓
				Plating, Sheathing, material and thickness ..		34	✓

# SHELL PLATING.

SCANTLINGS.						RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.					
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? <i>NO</i>	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.		
	Breadth.	Thickness.	Thickness.	Thickness.			SINGLE OR DOUBLE.	Diam.		Spacing cr. to cr.	Diam.		Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.			
FLAT PLATE KEEL .....	<i>54</i>	<i>.87</i>	<i>.77</i>	<i>.77</i>		<i>DOUBLE.</i>	<i>1</i>	<i>3 1/2</i>	<i>✓</i>	<i>4</i>	<i>1</i>	<i>4</i>	<i>✓</i>	<i>LAPPED.</i>
<i>IN WAY OF</i> " <i>DBLG. (if any)</i>	<i>54</i>	<i>1.05</i>	<i>1.03</i>			"	"	"	<i>✓</i>	"	"	"	<i>✓</i>	"
<i>DUCT KEEL.</i>						"	<i>7/8</i>	<i>3 1/2</i>	<i>✓</i>	<i>4-3</i>	<i>7/8</i>	<i>3 1/2</i>	<i>✓</i>	"
BOTTOM PLATING, No. of Strakes .... <i>4</i> .....		<i>.68</i>	<i>.63</i>	<i>.66</i>		"	"	"	<i>✓</i>	"	"	"	<i>✓</i>	"
BILGE PLATING, No. of Strakes ..... <i>4</i> .....		<i>.68</i>	<i>.63</i>	<i>.66</i>		"	"	"	<i>✓</i>	"	"	"	<i>✓</i>	"
SIDE PLATING, No. of Strakes ..... <i>4</i> .....		<i>.66</i>	<i>30.63</i> <i>10.50</i>	<i>.50</i>		"	"	"	<i>✓</i>	<i>3</i>	"	<i>3 1/2</i>	<i>✓</i>	"
UPPER DECK, Sheer- strake in Wells.....	<i>72</i>	<i>.75</i>	<i>.50</i>	<i>.50</i>	<i>75 x 75</i> ✓	"	"	"	<i>✓</i>	<i>4-3</i>	<i>1 1/2</i>	<i>4 1/2</i>	<i>✓</i>	"
UPPER DECK, Sheer- strake in Bridge ...	<i>72</i>	<i>.75</i>			<i>75 x 75</i> ✓	"	"	"	<i>✓</i>	<i>4</i>	<i>1 1/2</i>	<i>4 1/2</i>	<i>✓</i>	<i>see plan &amp; apply 1"</i>
STRAKE BELOW Sheer- strake in Wells.....	<i>75</i>	<i>.72</i>	<i>.50</i>	<i>.50</i>	<i>81 x 70</i> ✓	"	"	"	<i>✓</i>	<i>4-3</i>	"	"	<i>✓</i>	"
STRAKE BELOW Sheer- strake in Bridge ...	<i>75</i>	<i>.72</i>			<i>81 x 70</i> ✓	"	"	"	<i>✓</i>	<i>4</i>	"	"	<i>✓</i>	"
POOP SIDE PLATING .....				<i>.40</i> ✓		<i>SINGLE</i>	"	<i>3</i>	<i>✓</i>	<i>1.</i>	"	<i>3 1/2</i>	<i>✓</i>	"
BRIDGE SIDE PLATING ...		<i>.40</i> ✓				<i>SINGLE.</i> <i>DOUBLE PLATES</i>	<i>3/4</i>	<i>3</i>	<i>✓</i>	<i>3.</i>	<i>3/4</i>	<i>2 1/2</i>	<i>✓</i>	"
FORECASTLE SIDE PLATING			<i>.42</i> ✓			<i>SINGLE</i>	<i>7/8</i>	<i>3</i>	<i>✓</i>	<i>1.</i>	<i>7/8</i>	<i>3 1/2</i>	<i>✓</i>	"

# WATERTIGHT BULKHEADS.

<b>Total No. of W.T. BULKHEADS in Vessel—</b>	9.	7 BH (COLLISION & SHIP)
Extending to Upper Deck (Sec. 3 c)	1.	6 BH to 2nd BK
„ Deck next below	6.	to 3rd BK. 2.
As per Rule	7.	see 'Plan Cameron'

# FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar</b>	UPPER	FL. PLT. 56	✓	
	MIDDLE	CAST SHAPED SPRINGFIELD S.S.		
	LOWER	STEEL. ROLLED 10 1/2 x 2 1/2	✓	
<b>STEM</b>	Propeller Post	CAST SHAPED THE STEEL COMP.		
<b>STERN FRAME</b>	Rudder	STEEL. PLAN. OF SCOTLAND 6 1/2		
<b>Speed of Vessel</b> .....		17 KNOTS.	✓	
<b>RUDDER—Type</b> .....		ORDINARY DOUBLE PLATE.		
„ A x D .....		1168	✓	
„ Diam. of head .....		FORG. 16 1/2" W. ALARMORE & S.		
„ Mainpiece at top pintle		CAST STEEL THE STEEL COMP.		
„ „ heel		SHAPED AS OF SCOTLAND 6 1/2		
„ how constructed .....		PER PLAN.	✓	
„ double or single plate		50	✓	
„ coupling, vertical or horizontal .....		HORIZONTAL	✓	

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
<b>MIDSHIP BULK'D, Upper</b>					
„ (62) „ Second „	34	ANG. 6 x 3 x 37	28	✓	✓
„ „ Third „	43	ANG. 11 x 3 x 48	30 3/8	✓	✓
„ (57) „ Holds .....	55	ANG. 8 x 3 x 40	28 1/2	✓	✓
<b>COLLISION</b> „ (in Hold) .....	45	ANG. 8 x 3 x 40	22	✓	✓
<b>AFTER PEAK</b> „ „ .....	45	ANG. 8 x 3 x 40	22	✓	✓

<b>STEEL.</b>	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) OPEN HEARTH PROCESS.
	Chilled & Co., Dorman Long & Co. Ltd., The Steel Company of Scotland Ltd., Carnegie Steel Castings Co. Ltd., Corbitt Iron Co., The Lanarkshire Steel Co.
	Has the Steel been tested as required by the Rules? YES.
	Smith & W. Dean & Co.



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EQUIPMENT' No 48726N												LETTER d7	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.			
96567	1st Bower ...	81	3	21	STOCKLESS.			59	10	0	0	81½	BYERS TYPE.	S. TAYLOR &	NETH. 12.9.37 REL.
96566	2nd „ ...	81	1	14	“			59	10	0	0	81½	“	SONS & P.	“ 11.9.37 “
96570	3rd „ ...	70	0	0	“			53	15	0	0	69½	“	“	“ 12.9.37 “
	Collective weight.	233	1	7								232			
96718	Stream .....	23	2	18	5	3	24	23	13	3	0	23½	RODGERS	“	“ 19.11.37 “

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.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.	Length.	Cir.					Length.	Cir.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts.		Fathoms.	Ins.						Fathoms.	Ins.	Tons.	Fathoms.	Ins.
88727	300	2 1/8	120 5/16	168 7/16	752.1.8	✓		300	2 1/8	STUD LINK TAYLOR	S. TAYLOR & SON'S L.P.	NETH. 19.11.37 REL.	TOWLINE...	130	5 1/2	89.7	130	5 1/2	
88857	30	"	120 5/16	168 7/16	75.8.0	✓				"	"	"	"	HAWSERS & WARPS	4090	3 1/2	38.2	4090	3 1/2
	330	✓			828.0.8	✓					"	"	"		"	4090	8	MAHILA	4090
Iron-Stream Chain-Steel Wire	120	4 1/4	✓	68.6				120	4 1/4	G.S.W. TYNE WIRE ROPE MANUF. CO. L.P.			"	4090	7	-	4090	7	

Steering Gear, Steam *HYDRAULIC. 4 RAMES. 2 H.S. PUMPS, BY HARTSHILL.* Steering Gear, Hand *✓*

Boats *5 IN N.* Steering Chains, Size and Test *NONE. TELE MOTOR CONTROL.* Windlass *STEAM, BY EMERSON WALKER.*

Ceiling in Holds, thickness and material *2 1/2" W.P. OVER LIMBERS ONLY.* Cargo Battens, thickness, material and spacing *2" W.P. 9" APART. IN HOLDS & TWELVE IN. INCLUDING SHELTER TWELVE IN.*

Cargo Hatchways. (Upper Deck) *FORMED OF STEEL PLATES & ANGLES.* Thickness of Hatches *2 1/8" ✓*

Size of No. 1 Hatchway (Forward) *20'3" x 18'0". No. 2 46'3" x 21'0". No. 3 22'0" x 21'0". No. 4 38'9" x 21'0". No. 5 22'0" x 21'0". No. 6 4'7" x 21'0".* TONNAGE OPEN.

Number of Shifting Beams and/or Fore and Afters *3 IN N. 1-3 & 5, 9 IN N. 2, 7 IN N. 4.*

THE GREENOCK DOCKYARD CO. LTD.

Builder's Signature

*K. Macinnis*

SECRETARY

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.

*This vessel has been built in accordance with the approved plans, instructions, & printed Rules of this Society. The materials & workmanship are of good quality. All the double bottom tanks, cofferdams, duct keel, deep tank, & peak tanks have been tested to Rule requirements & found satisfactory. The double bottom tanks Nos. 1-2-3, 3a-4 & 5 & cross tank (below 3rd dk.) have been arranged to carry oil fuel, F.P. above 150° F. & requirements of Sec. 20 of the Rules complied with. The weather decks, W.T. bulkheads, & shaft tunnels have been tested. W.T. doors, ash shoots, & hand pump tested & found satisfactory. Freeboard verified, & the marks cut in on vessel's sides. A duct keel is arranged from forward end of boiler room to after end of No. 1 hold. Bilge suction tested & found satisfg. Echo sounding device (Marconi) fitted at forward end of No. 2 D.B. tank, port & starboard. No opening in shell plating.*

The amount of Entry Fee ..... £ 10 : 0 : 0 Fees applied for, 25th FEB. 1938. (Special notations, where part of class, to be stated.)

Special Survey Fee.... £ 381 : 13 : 0 Received by me, 2/3 19.38

FREEBOARD. 18 : 0 : 0

Travelling Expenses, if any £

Signature *H. L. Swinton.* I am of opinion the Vessel should be Classed *100 A1.* WITH FREEBOARD

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

Certificate to be sent to *GRK. OFFICE.* Date of issue *10/3/38*

Committee's Minute *GLASGOW 1 - MAR 1938*

Character assigned *100 A1.* With freeboard.

*2,38 Lloyd's A+C.P.  
+ L.M.C. 2,38 7D  
Fitted for oil fuel 2,38 F.P. above 150° F*



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 items of structure have been electrically welded, carried out in accordance with the Society's regulations for the application of Electric Arc Welding & found satisfactory:

Pillar heads & keels. Fore & aft brackets at pillar heads. Seams & butts of engine seat tank top plates. Frame collar at tank margin in engine space, tunnel plate, after peak flat, oil fuel bunker flat, deep tank top, & recess bulkhead flat 57 to 62. Continuous gusset plates to tank margin in holds & riveted. Butts of lower deck plating in oil fuel bunker where single corners of bulkhead boundary bars. Butts of rudder plates. Corners of tunnel plating. Ends of tunnel stiffeners to tank top. Sundry bulkhead bulwark stays to deck. Ends of poop front stiffeners to decks. Sundry items throughout vessel.

Plans forwarded as per separate list attached.

Sister vessel (with modifications) to:

"Clon Cameron" G.R. 1<sup>st</sup> E. Report No. 20312

"Clon Chatter" " " 20405

"Clon Cumming" " " 20485

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

Duct keel forward of Mch. space.

Fitted for oil fuel 2-38 E.P. above 150° F.

D.E. ✓ L.S.D. ✓ G.Y.C. ✓ Cruiser stern.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	50-1-26 INCH. PINS.	W.H.	6670,	7-5-37.	(ANWERC.)
	2nd "	50-2-20 "	W.H.	6672,	7-5-37	"
	3rd "	49-1-22 "	W.H.	6060	4-12-36	"

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 20.5 ft., R.Q.D. — ft., Bridge 101.5 ft., Forecastle 69 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated ON SUPERSTRUCTURE DECK.

No. and Material of Decks 2 Dks. & Shelter dk. Over-all Length 187.6'

Official No. 165929; Signal Letters

Is bottom of vessel coated with cement — if not give particulars of composition Cement in peaks, in D.B. tanks in Mch. sp. & duct keel. Elsewhere coated with boiled oil.

PARTICULARS OF WATER BALLAST.—

Where Fitted.		Length.		Water Capacity.		Where Fitted.		Length.		Water Capacity.	
		Feet.	Tons.					Feet.	Tons.		
Double bottom, aft,	O.F.	118.25	236	Fore peak tank,							
Double bottom, under Engines and Boilers,	L.W.	77	373	After peak tank,							
Double bottom, if under Engines only,				Deep tank, aft,							
Double bottom, if under Boilers only,				Deep tank, forward,	M.T.						
Double bottom, forward,	O.F.	197.25	657	Other tanks, if fitted,							
		392.50	1266	(If necessary, furnish further information by sketch.)							
* The wells are not to be included in the lengths of the tanks (See Circular No. 1284).											

Order for Special Survey No. 3403

Date 23<sup>rd</sup> NOVEMBER 1936

Dates of Surveys held while building

(1934) APRIL 19 22 24 MAY 5 11 21 24 28 JUNE 2 9 11 15 21 JULY 8 12 15 19 22 26 28 30 AUG 3 5 11 13 18 24 30 SEPT 1 3 6 15

(1938) JAN 6 7 11 14 19 25 28 FEB 2 4 7 10 11 12 14 15 16 22 23 25