

Received at London Office. 7 JAN 1937

State if Report is sent on the Machinery of the Vessel..... YES (GRK)

State Type (Full Scantling, Complete Superstructure) with or without Damage Openings FULL SCANTLING. State Type of Erections P. B + F.

Do. of space or spaces between Tonnage Dk. ✓ Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 460.0 Launched 2nd Nov. 1936 Yard No. 43

Total 7200.85

Breadth (greatest moulded) B 59.0

Depth at middle of length from top of keel to top)

Builders BLYTHWOOD S.B.C. LTD.

Shapenny

Gross Tonnage 8045.99 of beam at side of uppermost continuous } D 34.0 Owners EAGLE OIL & TRANSPORT CO LTD
deck. See Sec. 3 (1c)

2nd Numeral $L \times (B + D) = 4280$

REGISTERED DIMENSIONS. FEET.	Framing Depth "d," at middle of length. See } Sec. 3 (1d) }	<i>Residence</i>
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Length	465.0	Proportions—Depth to Length—Uppermost continuous deck to top of keel	13.52	Port of Registry	London.
		Do. Long Bridge to top			

Breadth	59.2		of keel	✓	if cargo will stow, above, or in dry dock
Depth	33.0	Draught Moulded	27'-5"		BUILDING AFLOAT & IN DRY DOCK.

		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	
FRAMES, Spacing amidships		30½	X	/
"	" from ¾ length to Collision bulkhead.....	30½ - 27	X	/
"	" in peaks	24	X	/
SIDE FRAMING.				
Frame Amidships, Angle, E or L		10 3½ '42	X	/
"	" Extends up to	UPPER DECK	X	/
Reversed Frame Amidships, Angle				
"	" Extends up to			
Depth of Framing Girder		10	X	/
Frames in Uppermost Continuous 'tween Decks, Angle, E or L				
"	" Second 'tween Decks, Angle, E or L			
"	" Third			
Framing in Peaks, Angle or L		9 3½ '38	/	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships		7/8 4/8	X	/
State if Frame Joggled		YES	/	/
PANTING ARRANGEMENTS (Sec. 7), state system and particulars)		WEB FRAMES AND STRAKERS	/	/
STRENGTHENING OF BOTTOM FORWARD. State Particulars		DECK FLOORS + GIRDERS D.R. FRAMES CLOSE SPACED RIVETING	/	/
SINGLE BOTTOM.				
Floors, Depth and thickness at mid-line in Holds				
Height of Brackets at side above base line at toe of frame				
Middle Line Keelson, on Floors, Angles, E or L				
"	" Through Plate or Intercoastal Plate... ..			
"	" Foundation Plate on Floors			
"	" Flat Plate Keel Angles			
Side Keelsons, No. each side				
"	" thickness of Intercoastal Plate... ..			
"	" Angles			
DOUBLE BOTTOM. IN MOTOR ROOM.				
Solid Floors, thickness and spacing		1/8 EVERY FRAME	/	/
"	" Are Frame and Reversed Frame joggled?	YES	/	/
Bracket Floors, breadth and thickness at middle line.....				
"	" breadth and thickness at margin plate.....			
Bracket Floors, Frame				
"	" Reversed Frame			
"	" Vertical Struts			
Centre Girder, depth and thickness amidships		60 '50		APP 146 X 514
"	" top Angles	4 4 '52	X	/
"	" bottom Angles	5 5 '56	/	/
Side Girders, No. each side and thickness		1 '60	X	+ 1/2" E.g. - 1/2"
Margin Plate depth (excl. of flange) and thickness		66 '54	X	/
"	" Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	6 6 '50	/	/
"	" Vertical Angle to Tank side Bracket forward 1/2 len. from stem			
"	" Gussets, spacing and scantling abaft 1/2 len. from stem	NONE	X	/
"	" Gussets, spacing and scantling forward 1/2 len. from stem			
Tank Side Brackets, height above base line at toe of Frame and thickness)		96 '46	X	/
INNER BOTTOM PLATING.				
Breadth and thickness of Middle Line Strake ...		1/8	X	/
Thickness of remainder in Holds		'52	X	/
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?		YES	X	/
BEAMS.				
Uppermost Continuous Deck, amidships in Wells, Angle, E or L		LONGITUDINAL FRAMING	/	/
"	" in way of Bridge, Angle, E or L	D=	/	/
Spacing		33 TO 31½	/	/
Second Deck, amidships, Angle, E or L		8 3 '40		AND AS PER PLAN
Spacing		EVERY FRAME	/	/
Third Deck, amidships, Angle, E or L				
Spacing				
Fourth Deck, amidships, Angle, E or L				
Spacing				
Poop Deck, Angle, E or L		8 3 '50	/	AND AS PER PLAN
Spacing		EVERY FRAME	/	/
Bridge Deck, Angle, E or L		7 3 '38	/	/
Spacing		EVERY FRAME	/	/
Forecastle Deck, Angle, E or L		10 3½ '40	/	AND AS PER PLAN
Spacing		EVERY FRAME	/	/

2m.11.34. T.

W1138 - 0091 $\frac{1}{3}$

3 .38
ERY FRAME
35 .40
LLOYD'S REGISTER
ERY FRAME
AND HS PER PLAN

PILLARS AND DECKS.				PILLARS AND DECKS.			
PILLARS, No. of Rows.....	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	PILLARS, No. of Rows.....	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.
	IN.	THICK.			IN.	THICK.	
Stringer Plate, breadth and thickness in way of Bridge				Stringer Plate, breadth and thickness in way of Bridge			
Thickness of Plating abreast Deck openings in way of Wells				Thickness of Plating abreast Deck openings in way of Wells			
Thickness of Plating abreast Deck openings in way of Bridge				Thickness of Plating abreast Deck openings in way of Bridge			
Thickness of Plating within line of openings				Thickness of Plating within line of openings			
If sheathed, material and thickness				If sheathed, material and thickness			
Centre Line Bulkhead, Stiffeners and Spacing	10	3 1/2	4 1/2	Centre Line Bulkhead, Stiffeners and Spacing	10	3 1/2	4 1/2
Plating, thickness of				Plating, thickness of			
Stringer Plate, breadth and thickness in Wells	78	73		Stringer Plate, breadth and thickness in Wells	78	73	
Stringer Plate, breadth and thickness in way of Bridge	78	87		Stringer Plate, breadth and thickness in way of Bridge	78	87	
Angle in Wells	Y	Y	70	Angle in Wells	Y	Y	70
Thickness of Plating abreast Deck openings in way of Wells	73	71	APP. 66	Thickness of Plating abreast Deck openings in way of Wells	73	71	APP. 66
Thickness of Plating abreast Deck openings in way of Bridge	73	71	APP. 66	Thickness of Plating abreast Deck openings in way of Bridge	73	71	APP. 66
Thickness of Plating within line of openings	58			Thickness of Plating within line of openings	58		
If sheathed, material and thickness				If sheathed, material and thickness			
Second Deck, 4FT. Stringer Plate, breadth and thickness in Wells	44	36		Second Deck, 4FT. Stringer Plate, breadth and thickness in Wells	44	36	

SCANTLINGS.				RIVETING.			
STRAKES.	AS IN VESSEL.		ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.	STRAPPED OR LAPPED.
	AMIDSHIPS.	FORWARD.		NO.	NO.		
	Breadth.	Thickness.		Single or Double.	Rivets.	Rivets.	
	Inches.	Inches.			Diam.	Spacing or to cr.	
					Inches.	Inches.	
FLAT PLATE KEEL	53	99	78	DOUBLE	1	4	LAPPED
" Data (if any)							
BOTTOM PLATING, No. of Strakes				DOUBLE	7/8	3 1/2	LAPPED
BILGE PLATING, No. of Strakes							
SIDE PLATING, No. of Strakes							
UPPER DECK, Sheer-strake in Wells	83	94	50		1	4	
UPPER DECK, Sheer-strake in Bridge							
STRAKE BELOW SHEER-strake in Wells	79 1/2	73	50		1	4	
STRAKE BELOW SHEER-strake in Bridge							
POOP SIDE PLATING			40	SINGLE	7/8	3 1/2	
BRIDGE SIDE PLATING		44					
FORECASTLE SIDE PLATING			44				

WATERTIGHT BULKHEADS.				FORGINGS and CASTINGS.			
Total No. of W.T. BULKHEADS in Vessel—				Casting or Forging.			
Extending to Upper Deck (Sec. 3 c)	15			SCANTLINGS.	Maker's Name.	Any departure from approved plans to be noted.	
" Deck next below	NONE						
As per Rule	Y TO UPPER DECK.						
MIDSHIP BULKHEAD, Upper tween decks	STIFFENERS.		Plating Thickness.	FORGINGS and CASTINGS.		Casting or Forging.	Any departure from approved plans to be noted.
	VERTICAL.	HORIZONTAL.		SCANTLINGS.	Maker's Name.		
	Scantlings.	Spacing.					
Nº 109							
" Second							
" Third							
" Holds	51-51 1/2	10 x 3 1/2 x 40	33 x 30	2 SEMI-BOX BEAMS			
COLLISION	53-51	10 x 3 1/2 x 44	24	1 STEEL DECK			
AFTER PEAK	50-30	AS PER PLAN	24	1 STEEL DECK			
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)							
Colvilles Ltd, STEEL COMPANY OF SCOTLAND LTD, OPEN HEARTH PROCESS							
Has the Steel been tested as required by the Rules? YES.							

Rp 1*.

MOTORSHIP SAN CASIMIRO
PARTICULARS OF LONGITUDINAL FRAMING.
GLASGOW REPORT No. 57790

FRAMING.	AMIDSHIPS.		ENDS.		AMIDSHIPS.		ENDS.		RIVETING.	
	In Ship.	In Ship.	In Ship.	In Ship.	Per Rule or as approved.	Per Rule or as approved.	Per Rule or as approved.	Per Rule or as approved.	Rivets in Longitudinal Frames.	Spacing of Rivets on each side of Transverses and Bulkheads.
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.
Framing of L L or C										
Frames in Bridge 'tween Decks ...										
Frames from Uppermost Continuous Deck										
No. 1	17 x 4 x 4 x	4 1/2	17 x 4 x 4 x	4 1/2	17 x 4 x 4 x	4 1/2	17 x 4 x 4 x	4 1/2	1/2	5 1/2
" 2										
" 3										
" 4										
" 5										
" 6										
" 7										
" 8										
" 9										
" 10										
" 11										
" 12										
" 13										
" 14										
" 15										
" 16										
Spacing of Longitudinal Frames	Amidships	At Ends	Amidships	At Ends	Amidships	At Ends	Amidships	At Ends		
Double Bottoms										
L L or C										
Spacing of Longitudinal Frames	Amidships	At Ends	Amidships	At Ends	Amidships	At Ends	Amidships	At Ends		
Bottom Transverses.										
In Bridge										
'tween Decks										
In Upper 'tween Decks.										
Depth and Thickness										
Face Angles										
Lugs to Shell										
In Hold.										
Depth and Thickness										
Face Angles										
Lugs to Shell										
" " Back Bars										
Brackets										
Spacing of Transverse Frames										
* State if jogged or liners.										
Longitudinal Beams of L L or E										
Bridge Deck										
Upper										
Second										
Third										

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., 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, etc., on the first page.

561128. T.

The Surveyor is requested not to write below the Commissioned Officer.

Carrying Petroleum in Bulk.
Lloyds A.T.C.P.
+ LMC 12, 36 DB. - 180h.
Longitudinal Framing at Bottom & at Deck

EQUIPMENT No 44354											LETTER	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.				
36008	1st Bower ...	73	3	21	✓			55	15	0	0	73½	✓ BYERS IMPROVED STOCKLESS	✓	S. 2-7-36 J.H.B.
36353	2nd „ ...	73	2	14	✓			55	15	0	0	73½	✓ „	✓	S. 18-8-36 J.H.B.
36348	3rd „ ...	73	2	14	✓			55	15	0	0	73½	✓ „	✓	S. 15-8-36 J.H.B.
	Collective weight.	220	0	21								219½			
49345	Stream	22	1	14	5	3	0	22	11	1	0	22	RODGERS IRON STOCK	✓	C.H. 19-6-36 L.C.P.

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.	Tons.	Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.		Fathoms.	Ins.
														TOWLINE	130	5¼	77½	130	5¼
88082	300	2½	113½	159¾	719-0-0	890-1-0			300	2½	TAYCO STEEL LINK	S. TAYLOR & SONS	N. 8-9-36 J.A.R.	HAWSERS & WARPS	100	3¼	21½	100	2¾
														"	100	3¼	21½	100	2¾
														"	100	3¼	21½	100	2¾
														"	100	3¼	21½	100	2¾
Stream Chain or Steel Wire	120	5		52½					120	5									

Steering Gear, Steam
HASTIES HYDRAULIC 2 RAM TYPE. — STEAM ENGINE
Steering Gear, Hand
NONE. BLOCK & TACKLE TO AFTER WINCH

Boats
4 x 24' LIFEBOATS.
Steering Chains, Size and Test
NONE
Windlass
EMERSON WALKER STEAM.

Ceiling in Holds, thickness and material
NONE
Cargo Battens, thickness, material and spacing
6 x 2 — SPACED 9" IN FORE HOLD.

No Hatchways. — (Upper Deck)
STEEL COAMINGS
Thickness of Hatches
STEEL PLATE COVERS.

of No. 1 Hatchway (Forward)
10'6" x 8'0" No. 2
No. 3
No. 4
No. 5
No. 6

Number of Shifting Beams and/or Fore and Afters
NONE

BLYTHSWOOD SHIPBUILDING CO. LTD.

Builder's Signature
John W. Stewart
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 ✓

(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, the Secretary's letter of various dates and in conformity with the Rules for the class contemplated

The materials and workmanship are good.

The bulkheads, decks, double bottom tanks, peak tanks, oil cargo tanks, oil fuel tankers and cofferdams have been tested as required by the Rules and found satisfactory

The steering gear and windlass have been tested under working conditions and found in order.

Oil fuel (F.P. above 150°F) is carried in the double bottom in the machinery space, in oil tankers situated between the machinery space and the after cofferdam and in the forward deep tank.

The fireproof has been verified and cut in on the vessel's sides

This vessel is somewhat similar to M/S SAN CONRADO.

See also Report 1st forwarded herewith.

The amount of Entry Fee £ 11 : 0 : 0
Special Survey Fee £ 601 : 14 : 6
FREEBOARD £ 191 : 0 : 0
Travelling Expenses, if any £ : ✓ :

Fees applied for,
15. 12. 1936
Received by me,
18. 12. 1936

(Special notations, where part of class, to be stated.)

I am of opinion the Vessel should be Classed + 100 A.I.
CARRYING PETROLEUM IN BULK
LONGITUDINAL FRAMING AT BOTTOM & AT DECK.

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

Certificate to be sent to GLASGOW
Date of issue 15/1/37.

Committee's Minute GLASGOW 6-JAN 1937

Character assigned - 100A1

12.36

Carrying Petroleum in Bulk.

Lloyd's A.T.C.P.

+ L.M.C 12.36 D.B. - 180th.

Longitudinal Framing at Bottom & at Deck



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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 plans and reports are forwarded herewith: viz (40 plans + 5 reports).

Vessel as built.
Midships section

approved plans

Midships section

Profile and decks

Fore and framing

Cruiser stern + after end framing

Framing in engine room + oil fuel bunkers.

Bottom framing in No 1 + 2 oil tanks

Strengthening of bottom forward

upper deck beams aft

upper deck plating

Transverse bulkhead

Main upright bulkheads

Fore and after peak bulkheads

No 162 bulkhead

Bottom longitudinal brackets in copperdam

oil fuel bunkers, after copperdam + strengthening of poop front

Transverse bulkheads in way of main oil tanks

Details of brackets

arrangement at break of poop + bridge decks

Deck top and engine seating

Forward stringers

Longitudinal bulkheads

Long bulkheads in oil fuel bunker and copperdam.

Bracket connections at transverse floor

Stringers in oil fuel bunkers

Stringers in forward copperdam

Lower stringer in way of forward copperdam

27 Poop + bridge bulkheads

28 Shell + long. bulkheads in way of copperdam

29 Sidel struts and flats

30 Main pump seats

31 Masts

32 Raising derrick

33 Auxiliary steering tackle

34 Bulge + ballast forward

35 Bulge + ballast aft

36 Main pump room

37 Stowage + riddle

38 Tiller

39 Reserve Tiller

Reports

Stowage

Rudder

Rudder head

Tiller

Tiller.

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

LONGITUDINAL FRAMING AT BOTTOM + AT DECK, CRUISER STERN, WIRELESS, DIRECTION FINDER, ECHO SOUNDING, OIL ENGINES, MACHINERY AFT.

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

1st Bower	47-2-7	J.D.	1094	27-5-36
2nd "	47-0-21	J.D.	1124	21-7-36
3rd "	47-0-7	J.D.	1123	21-7-36

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 89.5 ft., R.D. ft., Bridge 41.2 ft., Forecastle 65.8 ft. (in feet and tenths). When the Poop or Forecastle are joined to the R.D., this should be distinctly stated

No. and Material of Decks 1 DK, 2ND DK CLEAR OF CARGO TANKS.

Official No. 165364 : Signal Letters Is bottom of vessel coated with cement No if not give particulars of composition.

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,		
Double bottom, if under Engines only,	64.0	164	Deep tank, aft,	23.0	140
Double bottom, if under Boilers only,			Deep tank, forward,	16.0	89
Double bottom, forward,			Other tanks, if fitted,	24.7	292
Total capacity of double bottom		164	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks (See Circular No. 1284).

TOTAL LENGTH OF DOUBLE BOTTOM 69.1 FT.

Order for Special Survey No. 6259

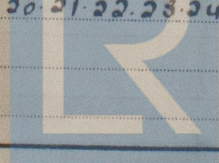
Date 26-11-35

Dates of Surveys held while building

1936 Jan: 10 Feb: 11, 14, 19, 25, 26 Mar: 3, 4, 9, 11, 13, 18, 20, 26, 27 Apr: 1, 2, 3, 6, 7, 8, 9, 14, 17, 20, 23, 27, 28
30 May: 1, 8, 11, 13, 21, 25, 27 June: 2, 8, 10, 12, 15, 18, 19, 22, 24 July: 1, 2, 6, 8, 10, 14, 15, 28, 31 Aug: 2, 6, 19
27 Sep: 9, 11, 13, 17, 19, 22, 24, 29 Oct: 1, 3, 6, 8, 10, 13, 15, 17, 19, 20, 21, 22, 23, 24, 26, 27, 28, 29 Nov: 2, 27 Dec: 10, 23, 28

Total No. of Visits

90



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