

STEEL STEAMER or MOTORSHIP.

W1145-0057 1/4

Received at London Office MAR 22 1939

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

18 : 3 : 39

Port of

GLASGOW

No.

60850

Survey held at

GLASGOW.

Date First Survey

11th Feb 1938

Last Survey

16th March 1939.

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

SINGLE SCREW.

"KARS"

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

FULL SCANTLING ✓

State Type of Erections Poop, Bridge & Focle

TONNAGE under Tonnage Deck...

8042.79

CLASS *100A1

"CARRYING PETROLEUM IN BULK" as condition of Class

No ✓

Built at SCOTSTOWN. GLASGOW.

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 476.0

Launched 22nd DECEMBER 1938. Yard No. 53

Total

8042.79

Breadth (greatest moulded)

B 63.5

Builders BLYTHWOOD SHIPBUILDING CO. LTD.

Gross Tonnage

8887.88

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

D 34.167

Owners WESTERN OIL SHIPPING CO. LTD.

Register Tonnage

5419.96

1st Longitudinal Number (L x D) = 16263

Managers

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

2nd Numeral L x (B + D) = 46489

Residence 55 BISHOPS GATE. LONDON E.C.2.

REGISTERED DIMENSIONS.

FEET.

Length

479.3

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

13.93

Port of Registry LONDON.

Breadth

63.7

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

Do. Long Bridge to top of keel

If surveyed while building, afloat, or in dry dock

Depth

34.0

Draught Moulded

27.4

BUILDING, AFLOAT & DRY DOCK.

FRAMES, DOUBLE BOTTOM AND BEAMS.

LONGITUDINAL FRAMING AT BOTTOM AS PER PAGE 5	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	31 1/2" & AS PER PLAN ✓		Bracket Floors, Frame		
" " from 1/2 length amidships to Collision bulkhead	31 1/2" x 27" ✓		" " Reversed Frame		
" " in peaks	24" ✓		" " Vertical Struts		
SIDE FRAMING, IN WING TANKS.			Centre Girder, depth and thickness amidships	60"	54"
Frame Amidships, Angle, [or]	10 3 1/2" x 42" ✓		" " top Angles	4 4	49
" " Extends up to BILGE	TO UPPER DE ✓		" " bottom Angles	5 5	55
SIDE STRINGERS.			Side Girders, No. each side and thickness (2)	1 2	60
Reversed Frame Amidships, Angle UPPER	28" x 42" FLANGED 5" ✓		" " 1 2	50	
" " Extends LOWER	32" x 44" FLANGED 5" ✓		Margin Plate		
FRAMES IN ENGINE SPACE.			width (excl. of flange) and thickness	65"	55
Depth of Framing Girder	10 3 1/2" x 40" ✓		" " Vertical Angle to Tank side		
WITH 1 SIDE STRINGER & WEB FRAMES AS APPR.			Bracket abft 1 len. from stem	6 6	47
Frames in Uppermost Continuous 'tween Decks, Angle, [or]			" " Vertical Angle to Tank side		
" " Second 'tween Decks, Angle, [or]			Bracket from forward 1 len. from stem to Panting Area		
" " Third			Gussets, spacing and scantling abft 1 len. from stem		
" " IN DEEP TANK FORM			" " Gussets, spacing and scantling from forward 1 len. from stem to Panting Area		
from 1 len. forward to 15% len. from stem	11 3 1/2" x 42" WITH WEB FRAMES & SIDE STRINGER AS APPR. ✓		Tank Side Brackets, height above base line at toe of Frame and thickness	96"	46
" " in Peaks, Angle, [or]	8 3 1/2" x 48" ✓		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8" x 4 1/8" ✓		Breadth and thickness of Middle Line Strake		53
State if Frame Joggled	YES. ✓		Thickness of remainder in Holds		ENGINE SEAT PLATING 1 1/8" ELSEWHERE
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	AS APPROVED. ✓		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Tankers and Boiler Room?		53 PLATING ✓
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	AS APPROVED. ✓		BEAMS.		
SINGLE BOTTOM, IN DEEP TANK FORM			Uppermost Continuous Deck, amidships		LONGIT. BEAMS AS PER PAGE 5
Floors, Depth and thickness at mid-line in Holds	48" x 40" ✓		" " in Wells, Angle, [or]	9 3 1/2	40
Height of Brackets at side above base line at toe of frame	54" x 40" ✓		" " in way of Bridge, Angle	8 3 1/2	37 1/2
Middle Line Keelson, on Floors, Angles, [or]			" " B or [or]	7 x 3 1/2	38 1/2 x 40
" " Through Plate or Intercostal Plate	STIFFENERS BA 12 3 1/2" x 50" ✓		" " IN WAY OF FOCLE		EVERY FRAME
" " Foundation Plate on Floors			Spacing		
" " Flat Plate Keel Angles	4 4" x 50" ✓		Second Deck, amidships, Angle, [or]	8 3	42
Side Keelsons, No. each side	ONE		" " IN WAY OF DEEP TANK FLAT	9 3	40
" " thickness of Intercostal Plate	42		Spacing		EVERY FRAME
" " Angles	6 3 1/2" x 50" ✓		Third Deck, amidships, Angle, [or]		
DOUBLE BOTTOM, IN ENGINE SPACE ONLY.			Spacing		
Solid Floors, thickness and spacing	50 EVERY FRAME ✓		Fourth Deck, amidships, Angle, [or]		
" " Are Frame and Reversed Frame joggled?	YES. ✓		Spacing		
Bracket Floors, breadth and thickness at middle line			Poop Deck, Angle, [or]	9 3 1/2	36
" " breadth and thickness at margin plate			Spacing		2 AS APPR. ✓
			EVERY FRAME		
			Bridge Deck, Angle, [or]		LONGITUDINAL BEAMS AS PER PAGE 5
			Spacing		
			Forecastle Deck, Angle, [or]	7 3	46
			Spacing		2 AS APPR. ✓
			EVERY FRAME		

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.....				Stringer Plate, breadth and thickness in way of Bridge ENGINE SPACE)	62"	"42	✓
" In 'tween Decks, Size and Spacing.....				Thickness of Plating abreast Deck openings in way of Wells ENGINE CASING)	"44 &	"36	✓
" " " " "				Thickness of Plating abreast Deck openings in way of Bridge AT DEEP TANK FORMS)	STRINGER PLATING .	"40 "38 & "40	✓
" in Holds " " "				Thickness of Plating within line of openings....			✓
" " " " "				If Sheathed, material and thickness			✓
LONGITUDINAL Centre Line Bulkhead. (P&S) OILTIGHT.				Third Deck.			
Stiffeners and Spacing..... 10"x 3½" x '42 BA @ 31½"			✓	Stringer Plate, breadth and thickness.....			
STRINGERS. UPPER 28" x '40 FLD'S. LOWER 32" x '44 FLD'S			✓	If Plated, state thickness.....			
Plating, thickness of '51 - '40			✓	Fourth Deck.			
STRINGERS AND DECKS.				Stringer Plate, breadth and thickness.....			
Uppermost Continuous Deck.				If Plated, state thickness			
Stringer Plate, breadth and thickness in Wells 87" '84 ✓ 34"			✓	Poop Deck.			
" " " " in way of Bridge 84" '84 ✓			✓	Stringer Plate, breadth and thickness 39" '38 ✓			
" Angle in Wells 7 7 '84 ✓			✓	Plating, Sheathing, material and thickness ... '26 SHEATHED WITH 5x2½" O.P. ✓			
Thickness of Plating abreast Deck openings) in way of Wells) A" STRAKE '78 (P&S) B" " '78 (P) C" " '60 (S) D" " '78 (P&S) '62 (P&S).			✓	Bridge Deck.			
Thickness of Plating abreast Deck openings) in way of Bridge)			✓	Stringer Plate, breadth and thickness..... 79" '44 ✓ 42½" ✓			
Thickness of Plating within line of openings... ✓			✓	Plating, Sheathing, material and thickness { '34 UNSHEATHED '30 INSIDE DECKHOUSE & SHEATHED WITH 3" COMPOSITION ✓			
If Sheathed, material and thickness ✓			✓	Forecastle Deck.			
Second Deck.				Stringer Plate, breadth and thickness..... 36" '38 ✓			
Stringer Plate, breadth and thickness in Wells... ✓			✓	Plating, Sheathing, material and thickness ... '36 SHEATHED WITH 5x3" O.P. ✓			

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	UPPER EDGES. State if joggled? <i>No.</i>			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth. Inches.	Thickness. Inches.	Thickness. Inches.	Thickness. Inches.			Diam. Inches.	Spacing cr. to cr. Inches.		Diam. Inches.	Spacing cr. to cr. Inches.		
FLAT PLATE KEEL	62"	.97 ✓	.79 ✓	.79 ✓		DOUBLE	1"	4'0	5R-4R	1 1/8 2 1/2	5 1/2 4"	LAPPED.	
" DBDE (if any)	A & B	.67 ✓	.50 ✓	.55 ✓		DOUBLE	7/8	3 1/2	4R-3R	7/8	3 1/2 2 3/8	"	
BOTTOM PLATING, No. of Strakes <i>4</i>	C & D	.41 ✓	.50 ✓	.55 ✓		"	"	"	" "	"	" "	"	
BILGE PLATING, No. of Strakes <i>2</i>	E & F	.67 ✓	.50 ✓	.55 ✓		"	"	3/8	" "	" "	" "	"	
	G	.67 ✓	.48 ✓	.53 ✓		"	"	3/8					
SIDE PLATING, No. of Strakes <i>3</i>	H	.67 ✓	.48 ✓	.48 ✓		"	1"	3 1/2	" "	"	" "	"	
	J	.67 ✓	.48 ✓	.48 ✓		"	"	"	" "	"	" "	"	
UPPER DECK, Sheer-strake in Wells	60"	1'26 AT BRIDGE ENDS & POOP FRONT.			57"	SIDE PLATING			5R-3R.	1 1/8 - 7/8	5 2 3/8	"	
UPPER DECK, Sheer-strake in Bridge ...	60"	1'06 ✓	.48 ✓	.48 ✓	57"	AT BRIDGE ENDS & POOP FRONT			5R.	1 1/8	5"	"	
STRAKE BELOW Sheer-strake in Wells	47 1/2	.84 ✓	.48 ✓	.48 ✓	78"	SHEER STRAKE	SINGLE	1"	4'0			"	
STRAKE BELOW Sheer-strake in Bridge ...	47 1/2	.84 ✓				DOUBLE	1"	4'0	4R-3R	1 - 7/8	4 2 3/8	"	
		.50 AT POOP FRONT				"	"	"	4R	1"	4"	"	
POOP SIDE PLATING (2 STRAKES)42				SINGLE	7/8 & 3/4	3 1/2 2 3/8	3R AT POOP FRONT	3/4"	2 9/8	"	
BRIDGE SIDE PLATING (1 STRAKE)54 AT BRIDGE ENDS.							3R AT BRIDGE ENDS	3/4"	2 9/8	"	
FOREC'TLE SIDE PLATING		.44 ✓				SINGLE	3/4	3'0	1R	3/4"	2 9/8	"	

WATERTIGHT BULKHEADS.

20.7
Total No. of W.T. BULKHEADS in Vessel— 17 ✓
Extending to Upper Deck (Sec. 3 c) 17 ✓
„ Deck next below ✓
As per Rule 17 ✓

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar				
STEM	ROLLED STEEL.	10 $\frac{1}{2}$ " x 2 $\frac{3}{4}$ "		
STERN FRAME {	Propeller Post	CASTING	AS PER	STROMMENS
	Rudder	"	APP ^d PLAN.	VERKSTAD.
Speed of Vessel ...	11 $\frac{3}{4}$ K.			
RUDDER—Type...	ORDINARY.	DOUBLE PLATE.		
" A x D ...	7.58			
" Diam. of head	FORGING	13 $\frac{1}{2}$ "	UPPER STOCK. ANTIEBOLLET	MOTALA VERKSTAD.
" Mainpiece at top pintle {	CAST	AS PER	STROMMENS	
" " heel ... {	STEEL FRAME	APP ^d PLAN.	VERKSTAD.	
" how constructed	CAST	STEEL FRAME.		
" double or single plate		DOUBLE PLATE '50		
" coupling, vertical or		HORIZONTAL.		
" horizontal				

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
N ^o 96.						
MIDSHIP BULKHEAD, Upper tween decks						
"	"	Second	B.A.		FACE	
"	"	CENTRE TANK	10 x 3 1/2 x 46	36"	UPP ST ^B 36 x 42 10 x 3 1/2	PLATE BAR.
"	"	Third	10 x 3 1/2 x 42	3 1/2	LOWER " 38 x 44 10 x 3 1/2	
"	"	Holds	10 x 3 1/2 x 42	36"	UPP ST ^B 30 x 40	PLP S
"	"				LOWER " 31 x 40	" 5"
COLLISION		(in Hold)	51 - 32	2"	DEEP TANK FLAT	
			10 x 3 1/2 x 38		2 2 SEMIBOX BEAMS.	
			10 x 3 1/2 x 34		STRANGER BRACKETS	
AFTER PEAK			50 - 30	2 1/2"	2 BOILER FLAT	

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) OPEN HEARTH PROCESS.

Dorman Long & Co. L^{td}; Lanarkshire Steel Co. L^{td}; Steel Company of Scotland L^{td};
Colvilles L^{td};

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

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.				
		In Ship.			In Ship.				Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam.	Spang.		Number.	Diameter.
Framing of \angle , L or C													
Frames in Bridge 'tween Decks ...													
Bottom Centre Girder													
Frames from Uppermost Continuous Deck													
No. 1		17	4	4	17	4	4		3/4	4 1/2	4 1/2	7	7/8
" 2									7/8	5 1/4	3 1/8 For 11 R	16	7/8
" 3													
" 4													
" 5		LONGITUDINAL O. T. BULKHEAD.											
" 6		17	4	4	17	4	4						
" 7													
" 8		12	3 1/2	50	12	3 1/2	50						
" 9													
" 10													
" 11													
" 12													
" 13													
" 14													
" 15													
" 16													
Spacing of Longitudinal Frames		Amidships		36"	At Ends		31 1/2"						
Double Bottoms		Tank Top Longitudinals		DOUBLE BOTTOM IN ENGINE SPACE ONLY.									
L, \angle or C		Bottom		TRANSVERSE FRAMING.									
Spacing of Longitudinals		Amidships											
		At Ends...											
Transverses.													
Side (in 'tween Decks)													
Depth and Thickness		24"	x	32"									
Face Angles		FLANGED 3"											
Lugs to Shell*		3	3	38					3/4	3 3/4			
Bottom (in Hold)													
Depth and Thickness		37"	x	44"	37"	x	44"						
Face Angles		6	3 1/2	56	6	3 1/2	56		7/8	4 1/2			
Lugs to Shell*		6	6	44	6	6	44			3 1/2			
Wing Tanks													
Depth and Thickness		47 1/2"	x	46"	47 1/2"	x	46"						
Face Angles		6	3 1/2	68	6	3 1/2	68		7/8	4 1/2			
Lugs to Shell*		6	6	46	6	6	46			3 1/2			
Bottom IN CENTRE TANKS.													
Lugs to Shell*		3 1/2	3 1/2	46	3 1/2	3 1/2	46						
Back Bars													
Brackets													
Spacing of Transverse Frames		10'-6"											
* State if jogged or liners.													
Longitudinal Beams of \angle , L or π													
Bridge Deck		5	3	32	5	3	28		36"				
Upper Wing Tanks		8	3 1/2	57	8	3 1/2	57		31 1/2"				
Second CR TANK		8	3 1/2	47	8	3 1/2	47						
Third													
Transverse Beams.													
Plate.		CHANNEL											
Face Angles.		12 x 3 1/2 x 3 1/2 x 35/50											
Any Departure from Approved Plans to be Noted.													
		28 x 42 6 x 3 1/2 x 54											
		28 x 42 6 x 3 1/2 x 56											

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.

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.)

List of Plans.

- (1) Midship Section.
- (2) Profile & Becks.
- (3) Sternframe.
- (4) Rudder.
- (5) Tank Top & Engine Seating.
- (6) Profile showing increases for sheer.
- (7) Riveting List.
- (8) Equipment.
- (9) Welding at bulkheads.
- (10) Stringers in Engine Space.
- (11) Framing in E. & B. Space.
- (12) Stringers in Oil Tanks.
- (13) Aft end framing.
- (14) Fore end framing.
- (15) Transverse bulkhead brackets & wash bulkhead on frame N°159.
- (16) Welding of Engine Seat plates.
- (17) E. & B. casing & scarfing arrangements on upper Deck.
- (18) Cofferdam bulkheads.
- (19) Main Pump Seats.
- (20) Strengthening of bottom forward.
- (21) Shell at break of Bridge & Poop.
- (22) Mast plan.
- (23) Quadrant & Tiller.
- (24) Pumping Plan.
- (25) Emergency Steering.
- (26) Profile & Becks } as built.

Forging & Casting Reports.

Sternframe
Rudder Stock & Pintles
Rudder
Quadrant & Tiller.

PARTICULARS OF ELECTRIC WELDING (if employed) Heavy Engine Seat Plating welded at butto (as appd).
Centre Rider & Deck Centre line girder in Oil Tanks carried through transverse bulkheads & welded (as appd). ✓

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book "CARRYING PETROLEUM IN BULK"
"LONGITUDINAL FRAMING AT BOTTOM AND AT DECK" ✓ OIL ENGINE. CRUISER STERN. ✓ WIRELESS. ECHO SOUNDING. ✓
DIRECTION FINDER. ✓ LLOYDS A & C.P. ✓ MACHINERY AFT. ✓ 1 DECK & 2ND DECK CLEAR OF OIL TANKS. ✓
CARGO

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	WEIGHT HEAD & PIN. 50 - 2 - 13 ✓	SURV. INIT. N.H.	CERTIFICATE N° 6671	DATE OF TEST. 7.5.37
	2nd "	50 - 1 - 15 ✓	N.H.	6668	7.5.37
	3rd "	43 - 3 - 10 ✓	J.F.R.	2679	10.9.37

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 93'3" ft., R.Q.D. ✓ ft., Bridge 39'4" ft., Forecastle 49'5" ft.
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated ✓

Official No. 167207 Signal Letters Extreme Breadth over Belting (Circ. 1611) ✓ Over-all Length 495'4" ft. ✓
(Circ. 1703)
No. and Material of Decks 1 DECK & 2ND DECK CLEAR OF OIL TANKS. ✓
CARGO
Parts of Bottom of Vessel coated with cement or approved composition PORTLAND CEMENT IN FORE PEAK; AFTER PEAK & IN COOLING WATER
DOUBLE BOTTOM TANK IN ENGINE SPACE. pt. Cem
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,	68'94	142	Fore peak tank,	24'0	161'8 ✓
Double bottom, under Engines and Boilers,			After peak tank,	18'0	101'4 ✓
Double bottom, if under Engines only,			Deep tank, aft,	20'25	266'6 ✓
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
Total length (if continuous) and Capacity	68'94 ✓	142 ✓	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 6391

Date 8.12.37

Dates of Surveys held while building

1938 Feb. 11. 24. 25 Apr. 14. 19. 22. 27 May. 17 June. 3. 7. 15. 22. 24 July. 4. 27 Aug. 3. 8. 17. 26 Sep. 7. 19. 27. 30 Oct. 6. 7. 11. 13. 18. 20. 24. 26. 31 Nov. 3. 7. 9. 11. 15. 17. 18. 22. 24. 25. 28. 29. 30 Dec. 1. 2. 5. 6. 7
8. 9. 12. 13. 14. 15. 16. 19. 20. 21. 22 (1939) Jan. 17. 19. 24. 25. 31 Feb. 2. 3. 7. 10. 11. 13. 21 Mar. 1. 7. 8. 9
10. 11. 15. 16

Lloyd's Register
Foundation
Total No. of Visits 81

Port of

Glasgow

Continuation of Report No. 60850 dated 16 : 3 : 39 on the

M/V "KARS"

PARTICULARS OF CABLES. (TAYCO STUD LINK)

CERTIFICATE No	LENGTH	DIAM	TEST		WEIGHT			MAKERS.	WHERE & WHEN TESTED SUPERINTENDENT.
			STAT.	BREAKING	CWT	Q ^{rs}	LBS.		
89254	15 FMS	2 ³ / ₁₆ "	120.6	168.7	38	1	2	S. TAYLOR & SONS L ^{rs}	NETHERTON 12. 8. 38 J. A. RELF.
89255	"	"	"	"	37	3	10	"	"
89256	"	"	"	"	37	3	3	"	"
89257	"	"	"	"	37	2	11	"	"
89258	"	"	"	"	37	2	0	"	"
89259	"	"	"	"	37	3	10	"	"
89260	"	"	"	"	37	2	17	"	"
89261	"	"	"	"	37	3	10	"	"
89262	"	"	"	"	37	3	3	"	"
89263	"	"	"	"	38	3	2	"	"
89264	"	"	"	"	38	1	2	"	"
89265	"	"	"	"	37	2	19	"	"
89266	"	"	"	"	37	3	15	"	"
89267	"	"	"	"	37	3	13	"	"
89268	"	"	"	"	37	3	15	"	"
89269	"	"	"	"	37	3	13	"	"
89270	"	"	"	"	37	2	3	"	29. 9. 38
89271	"	"	"	"	37	2	23	"	"
89272	"	"	"	"	37	0	19	"	"
89273	"	"	"	"	38	0	24	"	"
	300 FMS.				756	3	18		

DAMAGE.

Damage stated to have been caused through colliding with dolphin at entrance to James Watt Dock Greenock on 26th December 1938.

On examination found shell plates in F & G Strakes in way of N^o 9 Tank on Port Side Set in.

How done. Vessel placed in dry dock.

Shell. (Port Side) Plates R^o from aft.

F Strake N^o 19 renewed ; G Strake N^o 18 renewed ;

2 Frames in way cropped & renewed below Side Stringer, fitted with flanged bracket & Laving butt of frame welded.

2 Frames faired in place.

Lower Stringer plate faired in place ; 1 Stringer bracket renewed ; 1 Stringer bracket removed, faired & replaced ; 1 beam knee removed faired & replaced.

2 Stringer lugs renewed ; 5 Stringer shock angles removed, faired & refitted.

On completion of repairs N^o 9 Tank Port, Forward Lofferdam Port, & Deep Tank forward were tested as required & found satisfactory.

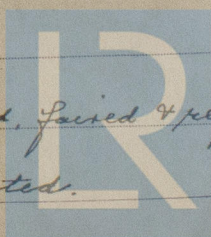
All new & disturbed work repainted.

Damage stated to have been caused when shifting berth in James Watt Dock during fitting out.

Rudder plates found set over at bottom lower edge.

How done. 1 Rudder plate renewed & 1 Rudder plate removed, faired & refitted.

Coupling bolts drawn & refitted. Rudder plates coated.



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