

STEEL STEAMER or MOTORSHIP.

Received at London Office - 2 JUN 1926

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 *29th May 1926.*Port of *Glasgow*No. *45410*Survey held at *Glasgow*Date First Survey *15th July 1926*Last Survey *26th May 1926*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Twin Screw Motor Vessel "Springbank"*State Type (Full scantling, Complete Superstructure with or without Tonnage Openings) *Complete Superstructure with Tonnage Opening* State Type of Erections *None*TONNAGE under Tonnage Deck... *4768.25*CLASS *+ 100 A.1.*State if with freeboard as condition of Class *Yes*Built at *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 419.5*Launched *13th April 1926* Yard No. *6876*Total *4768.25*Breadth (greatest moulded) *B 53.75*Builders *Messrs Harland & Wolff, Ltd.*Gross Tonnage *5156.28*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 37.15*Owners *Bank Line, Ltd.*Register Tonnage *3153.05*1st Longitudinal Number (L x D) *= 15584*Managers *Messrs Andrew Weir & Co.*

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






















2nd Numeral L x (B + D) *= 38133*Residence *London*

REGISTERED DIMENSIONS.

FEET.

Length *420.35*Framing Depth "d," at middle of length. See Sec. 3 (1d) *25.56*Breadth *53.90*Proportions—Depth to Length—Uppermost continuous deck to top of keel *11.3*Depth *26.50*Draught Moulded *25'-4 3/4"*Port of Registry *Glasgow*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.
FRAMES, Spacing amidships	<i>3 1/2</i>		Bracket Floors, Frame	<i>B.A. 9 1/2 3 1/2 .45</i>	
" " from 1/2 length to Collision bulkhead.....	<i>27</i>		" " Reversed Frame <i>B.A.</i>	<i>9 3 .45</i>	
" " in peaks.....	<i>24</i>		" " Vertical Struts <i>B.A.</i>	<i>9 3 .45</i>	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>43 3/4 x .58</i>	
Frame Amidships, Angle, 	<i>7 3 1/2 .50</i>		" " top Angles <i>double</i>	<i>3 1/2 3 1/2 .54</i>	
" " Extends up to.....	<i>Upper Dk.</i>		" " bottom Angles <i>double</i>	<i>5 5 .56</i>	
Reversed Frame Amidships, Angle	<i>10 4 .52</i>		Side Girders, No. each side and thickness	<i>One @ .42</i>	
" " Extends up to.....	<i>2nd dk.</i>		Margin Plate depth (excl. of flange) and thickness	<i>41 x .54</i>	
Depth of Framing Girder	<i>13 1/2</i>		" " Vertical Angle to Tank side Bracket <i>1 1/2</i> len. from stem <i>and on 5th from stem</i>	<i>3 1/2 3 1/2 .46 double</i>	
Frames in Uppermost Continuous 'tween Decks, Angle, 	<i>7 3 1/2 .50</i>		" " Vertical Angle to Tank side Bracket <i>1 1/2</i> len. from stem <i>elsewhere</i>	<i>6 6 .46 single</i>	
" " Second 'tween Decks, Angle,  or 	<i>✓</i>		" " Gussets, spacing and scantling abaft 1/2 len. from stem.....	<i>3 1/2 3 1/2 .46 every fr.</i>	
" " Third " " " ".....	<i>✓</i>		" " Gussets, spacing and scantling forward 1/2 len. from stem.....	<i>do</i>	
Framing in Peaks, Angle or 	<i>7 1/2 3 1/2 .45 RP. 41 RP.</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>73 1/4 x .42</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>7/8 5 1/4</i>		INNER BOTTOM PLATING.		
State if Frame Joggled	<i>Yes</i>		Breadth and thickness of Middle Line Strake	<i>53 3/4 x .52</i>	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars).....	<i>Beams + Stringers See app. Plan</i>		Thickness of remainder in Holds	<i>.44</i>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars.....	<i>As app. Plan</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>	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships	<i>8 x 4 1/2 x 3 1/2 x .52</i>	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle,  or 	<i>✓</i>	
Middle Line Keelson, on Floors, Angles,  or 			Spacing	<i>3 1/2</i>	
" " Through Plate or Intercoastal Plate.....			Second Deck, amidships, Angle,  or 	<i>10 x 5 1/2 x 3 1/2 x .56</i>	
" " Foundation Plate on Floors.....			Spacing	<i>3 1/2</i>	
" " Flat Plate Keel Angles.....			Third Deck, amidships, Angle,  or 		
Side Keelsons, No. each side			Spacing		
" " thickness of Intercoastal Plate.....			Fourth Deck, amidships, Angle,  or 		
" " Angles.....			Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle,  or 		
Solid Floors, thickness and spacing	<i>.42 every 3rd frame</i>		Spacing		
" " Are Frame and Reversed Frame joggled?.....	<i>Yes</i>		Bridge Deck, Angle,  or 		
Bracket Floors, breadth and thickness at middle line	<i>37 1/2 x .42</i>		Spacing		
" " breadth and thickness at margin plate.....	<i>37 1/2 x .42</i>		Forecastle Deck, Angle,  or 		
			Spacing		

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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.....	<i>One</i>		Stringer Plate, breadth and thickness in way of Bridge	<i>✓</i>	
" in 'tween Decks, Size and Spacing.....	<i>2 7/8 alt. frames</i>		Thickness of Plating abreast Deck openings in way of Wells	<i>38</i>	
" " " " "	<i>✓</i>		Thickness of Plating abreast Deck openings in way of Bridge	<i>✓</i>	
" in Holds " "	<i>✓</i>		Thickness of Plating within line of openings.....	<i>34</i>	
" " " " "	<i>✓</i>		If Sheathed, material and thickness	<i>✓</i>	
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing.....	<i>Channels 8, 9 + 12 as per app. Plan</i>		Stringer Plate, breadth and thickness.....		
Plating, thickness of	<i>32</i>		If Plated, state thickness.....		
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells	<i>62 x .61</i>		If Plated, state thickness		
" " " " in way of Bridge	<i>✓</i>		Poop Deck.		
" Angle in Wells	<i>6 6 .61</i>		Stringer Plate, breadth and thickness		
Thickness of Plating abreast Deck openings in way of Wells	<i>58</i>		Plating, Sheathing, material and thickness		
Thickness of Plating abreast Deck openings in way of Bridge	<i>✓</i>		Bridge Deck.		
Thickness of Plating within line of openings.....	<i>39</i>		Stringer Plate, breadth and thickness.....		
If Sheathed, material and thickness	<i>P.P. 3"</i>		Plating, Sheathing, material and thickness		
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells.....	<i>57 1/2 x .40</i>		Stringer Plate, breadth and thickness.....		
			Plating, Sheathing, material and thickness		

SHELL PLATING.

[illegible]

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— 7.
 Extending to Upper Deck (Sec. 3 c) *bottom BH only.*
 " Deck next below - *remaining 6 bld.*
 As per Rule *1 Upper Deck, 6 to 2nd dk.*

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD,	Upper tween decks					
"	Second "					
"	Third "					
"	Holds (1145 F)		26	42 15 x 41	4 x 4 = 62	2 @ 31"
				10 x 3 1/2 x 52 B.R.	24	2 semi br beam chain link
COLLISION	(in Hold)		30	54 9 x 32	44 B.A.	24
AFTER PEAK	"		30	43 9 x 32	44 B.A.	24
						2 semi br beam chain link

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		Flat plate	Kuel	
STEM Rolled Bar & Cast Iron Foot		9 1/4 x 25/16	Ad. Colville & Sons for Chrysler alloy Steel Co. for	
STERN FRAME {	Propeller Post	Castings	Thin Plates	Steel Co.
	Rudder	10 1/2 x 3/4		Scotland
RUDDER—A x D.		655		
Speed of Vessel		10 1/2 knots		Mason Vickers & Mason Langley
RUDDER mainpiece at head ...		Forging	11 1/2	Eng. Co. for
" " heel ...		"	8 1/2	
" how constructed		Built; arms shrunk on to main piece		
" double or single plate		Single plate		
" coupling, vertical or horizontal		Vertical Coupling		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Steel Co. of Scotland Ltd, Pearse & Sartorius Ltd., Lanarkshire Steel Co Ltd, Wm. Beardmore & Co Ltd*
Barnett Iron Works. Open hearth process
Has the Steel been tested as required by the Rules? *Yes.*

EQUIPMENT No. 38461										LETTER at		ANCHORS.		-2 JUN 32					
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.	
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Owts.							
88168	1st Bower	65	2	10	stockless			51	7	2	0	65		Halls (C.S. Hall)	Hingley			Netheuta; 19/2/26; H.G. van	
88182	2nd "	65	1	19	do			51	5	0	0	65		do	do			do 25/2/26; do	
88228	3rd "	65	3	7	do			51	10	0	0	64 1/2		do	do			do 18/3/26; do	
	Collective weight.	196	3	8								194 1/2							
88248	Stream	19	1	20	5	0	0	20	6	1	0	19		Rodgers (Engels & S.)	do			do 25/3/26; do	

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.		Receiving Test of Steel Wire.	Length and Size per Table 53.			
	Length.	Diam.	Statu-tory.	Break-ing.	Supplied.	Per Rule.		Length.	Diam.	Length.					Cir.	Length.		Cir.			
	Fathoms.	Ins.	Tons.	Tons.	Owts.	qrs.	lbs.	Owts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.		
80033	135	2 5/16	96 1/2	134.75	360-2-1			720 3/4	270	2 5/16	Steel	Hingley	Netheuta; 10/3/26; H.G. van	TOWLINE HAWSERS & WARPS	FSM. 90	3 1/4	80	90	3 1/4		
80042	135	2 5/16	96 1/2	134.75	361-1-4						do	do	do 31/3/26; L.L. Wright		6090	3	18	4090	3		
Less Stream Chain Steel Wire	90	5	73						90	5	F.S.W.				2090	8	Haileh	2090	8		
															2090	7	"	2090	7		

Steering Gear, *Steam Electric Hydraulic by Harland & Wolff*
Steering Gear, Hand *None*

Boats *20 27 x 8.25 x 3.4; 20 24 x 7.5 x 3*
Steering Chains, Size and Test *None*
Windlass *11" x 13" Steam by Emerson loader*

Ceiling in Holds, thickness and material *2 1/2" spruce under hatches only*
Cargo Battens, thickness, material and spacing *6 x 2 spruce spaced 12" centres*

Cargo Hatchways.-(Upper Deck) *Steel Coamings 30" above wood dk.*
Thickness of Hatches *2 1/2*

Size of No. 1 Hatchway (Forward) *27.0 x 22.0*
No. 2 *31.5 x 22.0*
No. 3 *26.57 x 22.0*
No. 4 *26.25 x 22.0*
No. 5 *26.25 x 22.0*
No. 6 *26.25 x 22.0*

Number of Shifting Beams and/or Fore and Afters *5 Shifting Beams in Nos. 1, 2 & 3 hatches; 4 in Nos. 4, 5 & 6 hatches; no fore and afters.*

FOR HARLAND & WOLFF, LTD.

Builder's Signature *John Dickinson*
Managing Director

GENERAL DECLARATION *The materials and workmanship are good. The vessel has been built in accordance with the approved plans and instructions, the Secretary's letters of various dates, and in conformity with the Rules for the class contemplated (The Owners are aware that the vessel has been built in accordance with the Society's Proposed Rules (1923-4) - see Builders' letter)*
The vessel is constructed to carry oil fuel in Nos 2, 3, 4, 6 & 7 double bottom tanks. The deep tank is constructed for carrying vegetable oil.
The tanks, decks, bulkheads, tunnels & W.T. doors have been tested in accordance with the Rules, and the requirements of Sec. 35 of the Rules have been complied with where applicable.
The freeboard has been verified and the freeboard marks cut in on the vessel's sides.

Freeboard £ *11-0-0*
The amount of Entry Fee £ *9 : 0 : 0*

Fees applied for, *31/5/26*
Received by me, *17/6/26*
Yes

Special Survey Fee.... £ *328 : 17 : 6*

Travelling Expenses, if any £ : :

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

Certificate to be sent to *Glasgow* Date of issue *14/6/26*

I am of opinion the Vessel should be Classed *+ 100 A.1 with freeboard Carrying Vegetable Oil in Deep Tank.*

Signature *Geo. Webster*
Surveyor to Lloyd's Register of Shipping.

Committee's Minute *GLASGOW 1-JUN 1926*

Character assigned *+ 100 A1*
with freeboard
5.26.
Lloyd's A & C.
+ L.M.C 526
Carrying Vegetable Oil in Deep Tank

The Surveyors are requested not to write on or below the Committee's Minute.

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 vessel is a sister vessel to the same builder's yard No 6436, 6556, 6566, 6626, 6636, 6646, 6766, 6776, 6786, 6796, 6806, 6816, 6826, 6836, 6846, 6856, + 6866, M.V.S. Inverbank, Glenbank, Birchbank, Cedarbank, Bonhillbank, Clydebank, Alynbank, Elmbank, Innesbank, Nainbank, Wierbank, Larchbank, Laverbank, Myrtelbank, Olivetbank, Oakbank + Speybank.

Plans Inclosed:-

Midship Section
Profile & Decks
Skin Frame & Boss Arms
Rudder
Aft End Framing
Fore End Framing
W.T. Bulkheads
Deep Tank
Pumping Plan
Hatch Plan
Tunnel Plan
Hatch End Beams
Centre Line Bulkhead & Inner Dr. Pillars
Upper Dr. Plan
Lower Dr. Plan
Stem Cants & Beams
Engine Seating
Construction at foot of tunnel stiffeners.

A plan of Midship Section as built is also inclosed, together with the Laying & Casting Reports.

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

1st Bower 41-3-2; M.B.; 2627; 20/11/25.
2nd " 41-3-16; M.B.; 2629; 20/11/25.
3rd " 43-1-19; M.B.; 2579; 15/10/25.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ft., R.Q.D. ft., Bridge ft., Forecastle ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated.

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

1 deck (skel) + shelter deck (skel), Shelter Dr. sheathed with 3" P.P. Pt. Cement.

Official No. 148908; Signal Letters

Is bottom of Vessel protected with cement No. 1 DR tank if not given

particulars of composition { No 2, 3, 4, 6 + 7 Lubricating Oil Tank under Engines coated with Mineral Oil
No 5 Fuel water D.B. tank + scupper covers coated with Bituminous Solution + enamel
Chest Cooling D.B. tank coated with Zinc White Paint

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, W.B. n.O.F.; L.B. = 350; O.F. = 373	131.25	350	Fore peak tank, W.B.	21.08	106
Double bottom, under Engines and Boilers, F.W. = 129; L.B. = 31	39.37	167	After peak tank, W.B.	18.87	132
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward, 991 tons oil	31.5	1067
Double bottom, forward W.B. = 108; Remainder W.B. n.O.F. W.B. = 496; O.F. = 457	185.87	604	Other tanks, if fitted, Oil tanks between tunnels = 233	115.0	251
Total capacity of double bottom		1121	(If necessary, furnish further information by sketch.)		

Total length of Double Bottom Tanks = 356.5 feet.

Order for Special Survey No. 5689

Date 26.2.25

Dates of Surveys held while building

1925 July 15 Aug 10 20. Sept 21 29 Oct 4 13 19 Nov 9 11 16 26 Dec 4 9 16 18 (1926) Jan 11 20 Feb 3 11
1924 Mar 1 3 4 8 10 12 16 17 19 22 23 26 29 31 Apr 1 4 8 13 21 29 May 5 14 18 19 24 26

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Total No. of Visits 51