

STEEL STEAMER or MOTORSHIP.

Received at London Office 24 MAR 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

18th March 1926

Port of

Glasgow

No. 45480

Survey held at

Glasgow

Date First Survey

21.5.25

Last Survey

11th March

1926

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

Twin Screw Motor Vessel "OAKBANK"

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)

FEET.

L 419.5

Launched

18th Jan 1926 Yard No. 685G.

Total

4768.25

Breadth (greatest moulded)

B 53.75

Builders

Messrs Harland & Wolff, Ltd.

Gross Tonnage

5154.10

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

3153.61

1st Longitudinal Number (L x D)

= 15584

Managers

Messrs Andrew Weir & Co.

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

REGISTERED DIMENSIONS.

FEET.

Length

420.30

Breadth

53.90

Depth

26.50

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

25.56

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

11.3

Do. Long Bridge to top of keel

Draught Moulded

25'-4 3/4"

Residence

London














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.
Spacing amidships	3 1/2		Bracket Floors, Frame	B.A. 9 1/2 3 1/2 .45	
from 1/2 length to Collision bulkhead	27		Reversed Frame	B.A. 9 3 .45	
in peaks	24		Vertical Struts	B.A. 9 3 .45	
FRAMING.			Centre Girder, depth and thickness amidships	43 3/4 x .58	
Amidships, Angle, 	7 3 1/2 .50		top Angles	double 3 1/2 3 1/2 .54	
Extends up to	Upper Dk.		bottom Angles	double 5 5 .56	
used Frame Amidships, Angle	10 4 .52		Side Girders, No. each side and thickness	One @ .42	
Extends up to	2 nd dk.		Margin Plate depth (excl. of flange) and thickness	41 x .54	
of Framing Girder	13 1/2		Vertical Angle to Tank side Bracket 1/2 len. from stem	3 1/2 3 1/2 .46 double	
in Uppermost Continuous 'tween Decks, Angle, 	7 3 1/2 .50		Vertical Angle to Tank side Bracket forward 1/2 len. from stem	6 6 .46 single	
Second 'tween Decks, Angle, 	✓		Gussets, spacing and scantling abaft 1/2 len. from stem	3 1/2 3 1/2 .46 every ft.	
Third " " " "	✓		Gussets, spacing and scantling forward 1/2 len. from stem	do	
ing in Peaks, Angle or 	7 1/2 3 1/2 .45 FP. 41 AP.		Tank Side Brackets, height above base line at toe of Frame and thickness	7 3/4 x .42	
eter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 5/4		INNER BOTTOM PLATING.		
if Frame Joggled	Yes		Breadth and thickness of Middle Line Strake	53 3/4 x .52	
IG ARRANGEMENTS (Sec. 7), state system and particulars	Beams & Stringers as app. Plan.		Thickness of remainder in Holds	.44	
ETHENING OF BOTTOM FOR RD. State Particulars	As app. Plan.		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	
BOTTOM.			BEAMS.		
Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Way, Angle, 	8 x 41 x 3 1/2 3 1/2 .52	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, 	✓	
Line Keelson, on Floors, Angles, 			Spacing	3 1/2	
" " Through Plate or Intercostal Plate			Second Deck, amidships, Angle, 	10 x 51 x 3 1/2 3 1/2 .56	
" " Foundation Plate on Floors			Spacing	3 1/2	
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, 		
Keelsons, No. each side			Spacing		
" thickness of Intercostal Plate			Fourth Deck, amidships, Angle, 		
" Angles			Spacing		
E BOTTOM.			Poop Deck, Angle, 		
Floors, thickness and spacing	42 every 3 rd frame		Spacing		
" Are Frame and Reversed Frame joggled?	Yes		Bridge Deck, Angle, 		
et Floors, breadth and thickness at middle line	37 1/2 x .42		Spacing		
" breadth and thickness at margin plate	37 1/2 x .42		Forecastle Deck, Angle, 		
			Spacing		

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.	<i>Channels</i>		Third Deck.		
Stiffeners and Spacing.....	<i>8, 9 & 12 as per app'd 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.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <i>No.</i>			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	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	<i>52½</i>	<i>.79</i>	<i>.76</i>	<i>.69</i>	<i>app'd .69 fwd.</i>	<i>Double</i>	<i>1-7/8</i>	<i>3½</i>	<i>Quad 3/5 L.</i>	<i>1</i>	<i>4</i>	<i>Lapped</i>	
„ DBLG. (if any)	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>		<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	
BOTTOM PLATING, No. of Strakes <i>4</i>	<i>.61</i>	<i>30.68</i>	<i>10.50</i>	<i>.50</i>		<i>Double</i>	<i>7/8</i>	<i>3½</i>	<i>Quad 1/2 L</i>	<i>7/8</i>	<i>3½</i>	<i>Lapped</i>	
BILGE PLATING, No. of Strakes <i>1</i>	<i>.61</i>	<i>.50</i>	<i>.50</i>			<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
SIDE PLATING, No. of Strakes <i>4</i>	<i>.61</i>	<i>.47</i>	<i>.47</i>			<i>"</i>	<i>7/8-¾</i>	<i>3½-3</i>	<i>Triple full ch.</i>	<i>7/8-¾</i>	<i>3½-25/8</i>	<i>-</i>	
UPPER DECK, Sheer-strake in Wells.....	<i>73½</i>	<i>.76</i>	<i>.52</i>	<i>.52</i>	<i>app'd 73½ x .69-.47</i>	<i>"</i>	<i>1-7/8</i>	<i>3½</i>	<i>Quad 1/2 L.</i>	<i>1</i>	<i>4</i>	<i>-</i>	
UPPER DECK, Sheer-strake in Bridge ...	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>		<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	
STRAKE BELOW Sheer-strake in Wells.....	<i>75</i>	<i>.65</i>	<i>.47</i>	<i>.47</i>		<i>Double</i>	<i>Lower 7/8-¾</i> <i>upper 1-7/8</i>	<i>3½-3</i> <i>3½</i>	<i>Quad 1/2 L.</i>	<i>7/8</i>	<i>3½</i>	<i>Lapped.</i>	
STRAKE BELOW Sheer-strake in Bridge ...													
POOP SIDE PLATING													
BRIDGE SIDE PLATING ...													
FOREC'TLE SIDE PLATING													

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— 7.					
Extending to Upper Deck (Sec. 3 c) Collision Bulk only.					
Deck next below— remaining 6 blds.					
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 No. (48 F)		.26-.42	15 x 41	4 x 4 x .62 L	@ 31"
COLLISION “ (in Hold)		.30-.54	{ 10 x 3 1/2 x .52 B.A. } 24	Same Bulkhead chain for flat.	
AFTER PEAK “ “		.30-.43	9 x 3 x .44 B.A.	24	Same Bulkhead chain for flat.

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	<i>Flat Plate Keel</i>			
STEM	<i>Roller Bar & Cast Iron Post</i>	<i>9 3/4 x 2 7/8</i>	<i>D. Colville & Sons Ltd. & Clyde Alloy St. Co. Ltd.</i>	
STERN FRAME	Propeller Post	<i>Cast Iron</i>	<i>Steel Co. of Scotland.</i>	
	Rudder „	<i>10 1/2 x 3 1/2</i>		
RUDDER—A x D	<i>685</i>			
Speed of Vessel	<i>10 1/2 knots</i>		<i>Mason Vickers & Co. Ltd.</i>	
RUDDER mainpiece at head ...	<i>Forging</i>	<i>11 1/2</i>	<i>Eng. Co. Ltd.</i>	
„ „ „ heel ...	<i>"</i>	<i>8 1/2</i>		
how constructed	<i>Triple, arms shrunk on mainpiece</i>			
double or single plate coupling, vertical or horizontal	<i>Single plate</i>			

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., Peace & Partners Ltd., Cargo Fleet Iron Works, Lanarkshire Steel Works, D. Colville & Sons, Stewart & Lloyd.

Has the Steel been tested as required by the Rules?

Yes

EQUIPMENT No. 38461										LETTER at		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.			
88040	1st Bower ...	66	1	0	stockless			51	13	0	14	65	Halls (C.S. Halls)	N. Hingley & Son	12/12/25; H.S. Green
88039	2nd „ ...	65	3	10	do			51	10	0	0	65	do	do	do do do
85181	3rd „ ...	64	2	18	do			50	17	2	0	64½	do.	do	do 18/8/21; H.S. Green
	Collective weight.	196	3	0								194½			
88083	Stream ...	19	0	7	5	0	7	19	19	2	21	19	Rodgers (Anglo S.S.)	do.	do 13/1/26 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.		Breaking Test of Steel Wire.	Length and size per Table 53.		aff?
	Length. Diam.	Statutory.	Breaking.	Supplied.	Per Rule.			Length. Diam.						Length. Cir.	Ins.	Tons.	Length. Cir.	Ins.	
76991	135 2 5/16	96 1/2	134 3/4	360. 1. 26				270 2 5/16		Stud	N. Hingley & Co.	12/12/25, H.S. Green	TOWLINE	90 5/4	80	90 5/4			
76992	135 2 5/16	96 1/2	134 3/4	360. 2. 15	720 3/4			270 2 5/16		Stud	do	do 15/1/26; do	HAWSERS & WARPS	90 5/4	18	40 90 3			
Iron Stream Chain or Steel Wire	90 5	73						90 5		F.S.W.	Bullivant			20 90 8	Manilla 20 90 8				

Steering Gear, ~~Steam~~ *Electro Hydraulic by Huls & Woeff* Steering Gear, Hand *None*

Boats *2 @ 27.8.25 x 34; 2 @ 24.7.5 x 3* Steering Chains, Size and Test *None* Windlass *11 x 13 steam by Emerson Walker*

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 Comings 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 *28.87 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 No. 1, 2 & 3 hatches; 4 in No. 4, 5 & 6 hatches. No fore & afters*

FOR HARLAND & WOLFE, LTD.
John Dickenson.
 Builder's Signature Director.

GENERAL DECLARATION *The materials and workmanship are good. The vessel has been built in accordance with the approved plans & instructions, the Secretary's letter 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 Builder's letter.*

The vessel is constructed to carry oil fuel in Nos 2, 3, 4, 6 & 7 double bottom tanks.

The deep tank is constructed to carry Vegetable Oil.

The tanks, decks, bulkheads, tunnels and W.T. door 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, *18/3/26*

Special Survey Fee... £ *328:17:0* Received by me, *6.4.1926*

Travelling Expenses, if any £ : : *Yes*

State whether the Vessel has been built under Special Survey *Yes* Signature *Geo. Webster.*

Certificate to be sent to *GLASGOW* Date of issue *14 13/4/26* Surveyor to Lloyd's Register of Shipping.

Committee's Minute *GLASGOW 23 MAR 1926*

Character assigned *100 A1.*

with freeboard 3.26

Lloyds Assoc.

+ LMC 3.26

Carrying Vegetable Oil in Deep Tank.

w191-0003 1/2



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 builders Yard Nos 643G, 655G, 656G, 662G, 663G, 664G, 676G, 677G, 678G, 679G, 680G, 681G, 682G, 683G, 684G, M.Vs. Inverbank, Glenbank, Birchbank, Cedarbank, Cuckbank, Clydebank, Alynbank, Blunbank, Forrestbank, Mainbank, Weirbank, Larchbank, Levenbank, Myrtlebank & Olivebank

Plans Enclosed:-

Midship Section
Profile & decks
Stem 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 & Lower Dr. Pillars
Upper Dr. Plan
2nd Dr. Plan
Stem Cant and Beams
Engine Seating
Construction at foot of tunnel stiffeners

A plan of Midship Section as built is also enclosed, together with the Forging and Casting reports.

Please return the plans for dealing with sister vessels.

Also enclosed 2 plans of welding of the Port & Starboard Bulkheads & Rudder Plan for 643G, 655G, 656G, 662G, 663G, 664G, 676G, 677G, 678G, 679G, 680G, 681G, 682G, 683G, 684G, M.Vs. Inverbank, Glenbank, Birchbank, Cedarbank, Cuckbank, Clydebank, Alynbank, Blunbank, Forrestbank, Mainbank, Weirbank, Larchbank, Levenbank, Myrtlebank & Olivebank

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

1st Bower 46.2.1; M.B.; 2582; 15.10.25.
2nd " 46.1.21; M.B.; 2580; 15.10.25.
3rd " 42.1.7; W.A.D.; 567; 24.2.21.

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

1 dk. (steel) and Shelter dk. (steel), Shelter dk. sheathed with 3" P.P. Pl. Cem.

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

Official No. 148895; Signal Letters K.T.V.D.

Is bottom of Vessel ^{protected} coated with cement No. 1 D.B. Tank if not give

particulars of composition {
No. 2, 3, 4, 6 & 7 Lubricating Oil Tank under Engines Coated with Mineral Oil.
No. 5 Deep Water D.B. Tank & Cofferdams Coated with Bituminous Solution & Enamel.
Fresh Water Cooling D.B. Tank Coated with Zinc White Paint

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length.		Water Capacity.	Where Fitted.	Length.		Water Capacity.
	Feet.	Tons.			Feet.	Tons.	
Double bottom, aft, W.B. & O.F. W.B. = 350, O.F. = 323	131.25	350	✓	Fore peak tank, W.B. ✓	21.08	106	✓
Double bottom, under Engines and Boilers, F.W. = 129, Fuel Oil = 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. & 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. 5607

Date 76.2.25.

Dates of Surveys held while building

1925. May 21. June 2. 19. July 3. 15. Aug 4. 10. 20. Sept 4. 8. 29. Oct 7. 9. 13.
Nov 16. 17. Dec 4. 7. 9. 11. 14. 15. 16. 17. 18. 21. 22. 24. 28. 30. 31.
1926. Jan 11. 12. 13. 14. 15. 25. Feb 10. 12. 18. 19. Mar 3. 8. 10. 11.

Total No. of Visits 45