

## STEEL STEAMER or MOTORSHIP.

Received at London Office 21 Oct 1926

State if Report has been sent on the Freeboard of the Vessel YESState if Report is sent on the Machinery of the Vessel YESDate of completion of report 18th October, 1926Port of GREENOCKNo. 18616Survey held at PORT - GLASGOWDate First Survey 21st November, 1925Last Survey 17th October, 1926

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

SINGLE SCREW STEAMER "PULPIT POINT"MACHINERY AFT

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

FULL SCANTLINGState Type of Erections POOP, BRIDGE & FOCLTONNAGE under Tonnage Deck... 7957.30CLASS 100A1 State if with freeboard No  
CARRYING PETROLEUM IN BULK as condition of Class  
LONGITUDINAL FRAMING

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

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 458.5Total 7957.30Breadth (greatest moulded) B 62.5Gross Tonnage 8620.74Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 36.5Register Tonnage 5207.741st Longitudinal Number (L x D) = 167462nd Numeral L x (B + D) = 45390Framing Depth "d," at middle of length. See Sec. 3 (1d) 12.56Proportions—Depth to Length—Uppermost continuous deck to top of keel 12.56  
Do. Long Bridge to top of keel 27' 11 1/2"Draught Moulded 27' 11 1/2"Built at PORT - GLASGOWLaunched 27th August 1926 Yard No. 792Builders LITHGOWS LIMITEDOwners VACUUM OIL COMPANY LTDManagers CAXTON HOUSE, WESTMINSTER, LONDON.  
(Where necessary to be entered in Reg. Book.)Port of Registry LONDONIf 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.
Amidships	LONGITUDINAL FRAMING		Bracket Floors, Frame		
from 1/2 length to Collision bulkhead	SPACED AS PER PAGE 4.		" " Reversed Frame		
in peaks	24"		" " Vertical Struts		
ps, Angle, [ or [			Centre Girder, depth and thickness amidships	60 x 44 IN D.B. FORM 84 x 48 IN ENG. SPACE 47 x 64 IN BOILER SPACE	
Extends up to			" " top Angles	3 1/2 3 1/2 '52	
Amidships, Angle			" " bottom Angles	5 5 '58	
Extends up to			Side Girders, No. each side and thickness	1 2 '44	
ing Girder			ADDITIONAL SIDE GIRDER FITTED UNDER ENGINES AND IN D.B. TANK FORWARD.		
Uppermost Continuous 'tween Decks, Angle, [ or [			Margin Plate depth (excl. of flange) and thickness		
and 'tween Decks, Angle, [ or [			" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	ATTACHMENT OF TRANSVERSES	
rd " " " "			" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	TO TANK MARGIN PLATE IN E.B.	
peaks, Angle or [	9 1/2 3 1/2 '44		" " Gussets, spacing and scantling abaft 1/4 len. from stem	SPACES AND IN CARGO HOLD	
Spacing of Rivets through Frame and Shell Plating amidships	AS PER PAGE 4.		" " Gussets, spacing and scantling forward 1/4 len. from stem	FORWARD AS PER APPROVED	
ie Joggled	YES		Tank Side Brackets, height above base line at toe of Frame and thickness	PLAN.	
AY OF DYNAMO FLAT	10 3 1/2 '40 AT 24" SPACING 10 3 1/2 '55 AT 28" "		INNER BOTTOM PLATING.		
ANGEMENTS (Sec. 7), state system and particulars	LONGITUDINAL FRAMING & TRANSVERSES IN CARGO HOLD FORM AS APPROVED.		Breadth and thickness of Middle Line Strake	60 '46	
NING OF BOTTOM FOR State Particulars	FRAMES DOUBLED THROUGHOUT IN D.B. TANK UNDER CARGO HOLD FORWARD AND AN ADDITIONAL HALF HEIGHT INTER. FITTED AS PER APPROVED PLAN.		Thickness of remainder in Hold	'44	
TOM.			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	
th and thickness at mid-line in Holds			BEAMS.		
ight of Brackets at side above base line at toe of frame			Uppermost Continuous Deck, amidships in Wells, Angle, [ or [		
ne Keelson, on Floors, Angles, [ or [			" " in way of Bridge, Angle, [ or [	LONGITUDINAL BEAMS OF	
Through Plate or Intercostal Plate			Spacing	UPPER DECK AND 2ND DECK	
Foundation Plate on Floors			Second Deck, amidships, Angle, [ or [	AS PER PAGE 4.	
Flat Plate Keel Angles			Spacing		
sons, No. each side			DYNAMO FLAT BEAMS.		
thickness of Intercostal Plate			Third Deck, amidships, Angle, [ or [	11 3 1/2 '50 10 x 3 1/2 x '44	
Angles			Spacing	ON EVERY FRAME ON EVERY FRAME.	
LE BOTTOM. IN ENGINE & BOILER SPACE AND FORWARD CARGO HOLD			Fourth Deck, amidships, Angle, [ or [		
Floors, thickness and spacing in Eng. Space	'44 EVERY FRAME		Spacing		
" " in D.B. TANK FORWARD	'44 EVERY FRAME		POOP DECK, Angle, [ or [		
Are Frame and Reversed Frame joggled?	YES		Spacing	LONGITUDINAL BEAMS OF	
Bracket Floors, breadth and thickness at middle line	DOUBLE BOTTOM TANK UNDER BOILERS FRAMED LONGITUDINALLY AS PER PAGE 4.		Bridge Deck, Angle, [ or [	POOP, BRIDGE & FOCL	
" " breadth and thickness at margin plate			Spacing	DECKS AS PER PAGE 4.	
			Forecastle Deck, Angle, [ or [		
			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.
<b>PILLARS, No. of Rows.....</b>									
"    in 'tween Decks, Size and Spacing.....	PILLARING IN			✓					
"    "    "    "    "    "	CARGO HOLD &			✓					
"    in Holds    "    "	TWEEN DECKS AFT AS			✓					
"    "    "    "    "    "	PER APP'D PLAN.			✓					
<b>Centre Line Bulkhead. OIL TIGHT</b>	7½	3	40 BA						
Stiffeners and Spacing.....	12	5½	56 BA						
	SPACED 30"								
Plating, thickness of .....	AS PER APP'D PLAN.			✓					
<b>STRINGERS AND DECKS.</b>									
<b>Uppermost Continuous Deck.</b>									
Stringer Plate, breadth and thickness in Wells	69		66" x 69						
"    "    "    "    in way of Bridge	69		83						
"    Angle in Wells .....	6	6	69						
Thickness of Plating abreast Deck openings } in way of Wells .....			64						
Thickness of Plating abreast Deck openings } in way of Bridge PUMP ROOM ENTRANCE...			86						
Thickness of Plating within line of openings... AT POOP FRONT.			89						
If Sheathed, material and thickness .....				✓					
<b>Second Deck.</b>									
Stringer Plate, breadth and thickness in Wells...	7½		46						
STRINGER ANGLE.	6	6	46						
Stringer Plate, breadth and thickness in way } of Bridge .....	7½		46						
Thickness of Plating abreast Deck openings } in way of Wells... EXPANSION TRUNK.....			44						
Thickness of Plating abreast Deck openings } in way of Bridge BOILER SPACE.....			60					56	
Thickness of Plating within line of openings... IN WAY OF END SPACE			40						
If Sheathed, material and thickness .....				✓					
<b>Third Deck.</b>									
Stringer Plate, breadth and thickness.....			40						
If Plated, state thickness.....									
<b>Fourth Deck.</b>									
Stringer Plate, breadth and thickness.....									
If Plated, state thickness .....									
<b>Poop Deck.</b>									
Stringer Plate, breadth and thickness .....	36		38						
Plating, Sheathing, material and thickness	30 PLATING WITH 4½ x 3 TEAK SHEATHING IN WAY OF ACCOMMODATION.								
<b>Bridge Deck.</b>									
Stringer Plate, breadth and thickness.....	63		44					42 x 44	
Plating, Sheathing, material and thickness	34 PLATING WITH 5 x 3 P.P. INSIDE BRIDGE HOUSE.								
<b>Forecastle Deck.</b>									
Stringer Plate, breadth and thickness.....	36		38						
Plating, Sheathing, material and thickness	36 STEEL DECK								

# SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>No</i>			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		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 .....	60	1.02	.80	.80		DOUBLE	1½	4"	3R	1½	4½	DOUBLE STRAPS.	
" <del>Dble.</del> (if any)													
BOTTOM PLATING, No. of Strakes <i>FIVE</i> .....)		.66	.52	.54		DOUBLE	7/8	3½	4R - 3R	7/8	3½	LAPPED.	
BILGE PLATING, No. of Strakes <i>ONE</i> .....)		.66	.52	.52		"	7/8	3½	4R - 3R	7/8	3½	"	
SIDE PLATING, No. of Strakes <i>FOUR</i> .....)		.64	.48	.51		"	7/8	3½	4R - 3R	7/8	3½	"	
UPPER DECK, Sheer- strake in Wells.....)	59	.92	.48	.48		"	1	4	3R	1	4	DOUBLE STRAPS.	
UPPER DECK, Sheer- strake in Bridge ...)	59	1.10	AT POOP FRONT.			"	1½	4½	3R	1½	4½	"	
STRAKE BELOW Sheer- strake in Wells.....)	59	.80	.48	.48		"	1	4	4R - 3R	1	4	LAPPED.	
STRAKE BELOW Sheer- strake in Bridge ...)	59	.80	AT POOP FRONT			"	1	4	4R	1	"	"	
POOP SIDE PLATING .....				.51 .41		SINGLE	7/8	3½	2R	7/8	3½	"	
BRIDGE SIDE PLATING ...		.54 AT BRIDGE ENDS. .44				"	7/8	3½	3R	7/8	3½	"	
FOREC'TLE SIDE PLATING			.44			"	7/8	3½	3R	7/8	3½	"	

# WATERTIGHT BULKHEADS.

<b>AND OILTIGHT</b>					
Total No. of W.T. BULKHEADS in Vessel—					
Extending to Upper Deck (Sec. 3 c).....				18	✓
"    Deck next below.....				✓	
As per Rule.....				18	✓
	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
<b>MIDSHIP BULKHEAD.</b> Upper tween decks (SUMMER TANK).	.38-.34	1 WEB	7'-6"	6" x 3" x 36"	30"
"    "    Second    "					
"    "    Third    "					
"    "    Holds .....	.52-.34	3 WEBS.	7'-6"	6" x 3" x 32"	30"
<b>COLLISION</b> (in Hold) .....	.48-.29	12 x 3½ x 50	30"	1 SEMI BOX BEAM.	
<b>AFTER PEAK</b> .....	.40-.30	10 x 3½ x 50	30"	DYNAMO FLAT 2ND DECK.	

# FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar</b> .....	✓			
<b>STEM</b> .....	ROLLED STEEL BAR.	10½ x 2 7/8	PORTLAND FORGE	11 x 2 ¾
<b>STEERN FRAME</b> {	Propeller Post .....	FORGING.	11 x 9½	WITKOWITZER BERG & EISENH.
	Rudder .....		9½ x 9½	
<b>RUDDER—A x D</b> .....			774.09	
<b>Speed of Vessel</b> .....			11½ K.	
<b>RUDDER</b> mainpiece at head ...	FORGING.	13½	WITKOWITZER BERG & EISENH.	
"    "    heel ...		10¼		
"    how constructed .....	BUILT FORGING.			
"    double or single plate	SINGLE PLATE. 1.16			
"    coupling, vertical or horizontal.....	VERTICAL.			

<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.
	D. COLVILLE & SONS; W. BEARDMORE & COY; LANARKSHIRE STEEL COY; CARGO FLEET IRON COY; STEEL COMPANY OF SCOTLAND; CONSETT IRON COY; SKINNINGROVE IRON WORKS; STEWART & LLOYDS; CLEVELAND STEEL WORKS; SOCIETE ANONYME D'ATHUS-GRIVEGNE.
	Has the Steel been tested as required by the Rules? YES.



EQUIPMENT No. 47130												LETTER d/f		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.					
29388	1st Bower ...	81	3	21	Stockless			59	10	0	0	81 1/4	BYERS IMPROVED.	W.L. BYERS & Co L <sup>td</sup>	SUNDERLAND 31.3.26	
29387	2nd „ ...	81	3	0	"			59	10	0	0	81 1/4	D°	D°	J.H. BUTLER	
29386	3rd „ ...	69	3	0	"			53	12	2	0	69 1/2	D°	D°	D°	
	Collective weight	233	1	21								232			D°	
41849	Stream .....	25	1	7	6	3	7	25	1	2	7	23 1/2	ORDINARY.	R. SYKES & SON L <sup>td</sup>	CRADLEY HEATH. 26.4.26	
42081	KEDGE.	12	3	8	3	1	2	14	12	3	7		ORDINARY.	D°	S.C. PAUL.	
CHAIN CABLES																

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.	Statu- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.	Length.	Cir.
29960	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.		
	150	2 1/2	112 1/2	157 1/2	470-3-0	940	300	2 1/2	STD/INK	R. SYKES & CO. LD	CARDIFF 2.9.26 A. JONES.	TOWLINE...	180	6	85 1/4	130	6		
29971	150	2 1/2	112 1/2	157 1/2	470-0-14				D°	D°	D° 8.9.26.	HAWSERS & WARPS	2 1/2 100	2 3/4	15 1/2	2 1/2 100	2 3/4		
	300				940-3-14							"	2 1/2 100	8	HEMP	2 1/2 100	8		
Iron Stream Chain or Steel Wire		Cir.						Cir.											
	120	5 1/4	65				120	5 1/4	G.S.N.			"	2 1/2 25	5	59				

Steering Gear, Steam BY BROWN BROS OF EDINBURGH. Steering Gear, Hand BY BROWN BROS EDINBURGH.

Boats 4 LIFEBOATS & 1 DINGHY. Steering Chains, Size and Test ✓ TELEMETER FITTED. Windlass STEAM, EMERSON, WALKER, THOMPSON.

Cargo Ceiling in Hold, thickness and material 2 1/2" H. PINE. Cargo Battens, thickness, material and spacing 3" 3/4 COPE SPARRING, 12" SPACING.

Cargo Hatchway (Upper Deck) STEEL COAMINGS AND ANGLES. Thickness of Hatches 30 STEEL PLATE COVER, STIFFENED. OIL TIGHT HATCHWAYS. STEEL COAMING AND ANGLES AS PER APPROVED PLAN.

Size of No. 1 Hatchway (Forward) 10'-0" x 15'-0" No. 2 ✓ No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 ✓

Number of Shifting Beams and/or Fore and Afters NONE.

Builder's Signature For LITHCOWS LIMITED.

GENERAL DECLARATION The vessel has been built in accordance with the Approved Plans & in general conformity with the Society's Rules for the class contemplated.

The workmanship is good & the materials used throughout in the vessels construction are also good.

The large Oil Tanks, Summer Tanks, Oil Fuel Bunkers, Offberdams, Double Bottom Tanks, Fore Peak Tank & After Peak Tank have been tested to the Rule requirements & found satisfactory & Sec 35 of the Rules fully complied with. All weather decks & house tops were also tested & found satisfactory. Chain Locker was tested & found satisfactory. Treboard verified & marks put in on vessels sides.

List of Approved Plans. Midship Section, Profile & Decks, Stemframe, Rudder, Alt Framing in Poop, Oil Fuel Bunkers, Bracket Details, Fore End Sections, Sections in E & B Spaces, Midship Deckhouses, Sidehouses in Poop, Engine & Boiler Casings, Mast Plan, Poop, Bridge & Fore End & upper Deck Louvers, Cargo Oil Piping, Pump Room Piping, Bilge & Ballast Piping, Midship Section (as built) forwarded.

Logging Reports. Stemframe, Rudder, Liller, Welin Davits.

This vessel is a sister to S.S. "PLUME" Gk Report L2 18600

The amount of Entry Fee ..... £ 11 : 0 : 0 Fees applied for, 18 - 10 - 1926

Special Survey Fee.... £ 623 : 5 : 9 Received by me, 20 - 10 - 1926 (L 648.5.9)

FREEBOARD Travelling Expenses, if any 14 : 0 : 0 DAMAGE FEE 5 : 5 : 0 SUNDAY FEE 2 : 2 : 0 EXPENSES 15 : 9 : 0

State whether the Vessel has been built under Special Survey YES RECEIVED BY ME, 3.11.26 (L 648.5.9)

I am of opinion the Vessel should be Classed \*100A1 CARRYING PETROLEUM IN BULK LONGITUDINAL FRAMING.

Signature Robert Dundasmit. Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to GREENOCK. Date of issue 4/11/26

Committee's Minute GLASGOW 26 OCT 1926

Character assigned +100A1.

Carrying Petroleum in Bulk.

Lloyds at CL.

+ LMC 10,26 FD

Fitted for oil fuel 10,26 F.P. above 150°F.

Longitudinal Framing

W.M.



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Lloyd's Register Foundation

W136-0008 (2/2)



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 was placed in dry dock, bottom & piddet cleaned, examined, found in good condition & recoated.

The vessel was again placed in dry dock for examination for the purpose of ascertaining the amount of damage stated to have been caused 1<sup>st</sup> by dragging her anchors & grounding at the Tail of the Bank Greenock on the 9<sup>th</sup> October 1926.

2<sup>nd</sup> while entering Govan Dry Dock to be examined on the 14<sup>th</sup> October 1926.

Copy of Damage Report attached.

How done.

1<sup>st</sup> Damage. Bottom cleaned. Paint renewed where necessary & several rivets on bottom & sternpost hardened up. Bottom recoated. Chain cables ranged, examined & found in good condition.

2<sup>nd</sup> Damage. (On Port Side).

Bilge Plate (F Strake) in way of No 5 Main Oil Tank faired in place. upper landing faired & longitudinal faired. Riveting generally in way overhauled. No 5 Main Tank tested to rule requirements & found satisfactory. Riveting in upper landing & first longitudinal below same on Bilge Plate in way of No 6 Main Tank tested & found satisfactory. Bilge keel bulk plate faired in place & riveting to toe bar overhauled.

Particulars of Drop Test of Cast Steel Anchors, viz. :— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	WEIGHT HEAD & PIN. 51 - 2 - 0	SURVEYOR'S INIT'S K. H.	NO OF CERTIFICATE 3743	DATE OF TEST. 23-2-26
	2nd "	51 - 2 - 0	K. H.	3748	23-2-26
	3rd "	44 - 2 - 0	K. H.	3747	23-2-26

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 117.8 ft., R.Q.D. ✓ ft., Bridge 42.5 ft., Forecastle 41.7 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)

2 DKS (STL) AND WEB FRAMES.

Official No. 149732

Signal Letters

Is bottom of Vessel coated with cement No if not

particulars of composition BITUMASTIC ENAMEL IN DOUBLE BOTTOM TANKS ; PORTLAND CEMENT IN PEAKS.

#### PARTICULARS OF WATER BALLAST.—

PARTICULARS OF WATER BALLAST.—					
Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water
	Feet.	Tons.		Feet.	Tons.
<del>Double bottom, aft,</del>			Fore peak tank,		
Double bottom, under Engines <del>and Boilers,</del>	42.75	150	After peak tank,		
<del>Double bottom, if under Engines only,</del>			Deep tank, aft,		
Double bottom, <del>if</del> under Boilers <del>only,</del>	22.5	71	Deep tank, forward,		
Double bottom, forward,	35.0	97	Other tanks, if fitted,		
	Total capacity of double bottom	318	(If necessary, furnish further information by sketch.)		
* The wells are not to be included in the lengths of the tanks.					

Order for Special Survey No. 2165

Date 30.11.25.

Dates of Surveys held while building

(1925) Nov. 24. 25. Dec. 11. 15. 18. 21. 22. 23. 28. 30. (1926) Jan. 6. 12. 14. 20. 21. 25. 26. 27. Feb. 1. 4. 8. 11. Mar. 1. 3. 5. 9. 11. 24. 29. Apr. 1. 2. 8. 15. 16. 19. 21. 26. 27. 30. May 3. 11. 18. June 3. 4. 8. 16. 18. 24. 28. July 13. 15. 16. 19. 21. 23. 24. 26. 27. 28. 31. Aug. 2. 3. 4. 5. 6. 7. 9. 10. 11. 12. 13. 14. 16. 17. 18. 19. 20. 21. 23. Sept. 29. 30. Oct. 4. 8. 11. 12. 15. 16. 17.

Total No. of Visits