

STEEL STEAMER or MOTORSHIP.

Received at London Office

State if Report has been sent on the Freeboard of the Vessel

State if Report is sent on the Machinery of the Vessel

Date of completion of report 19th October 1940 Port of Glasgow No. 62950
 Survey held at Dumbarton Date First Survey 21st Sept 1939 Last Survey 8th October 1940
 On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Single Screw Motorship "ARDENVOHR"
 State Type (Full scantling, Complete Superstructure with or without Tonnage Openings) C.S.S. with tonnage opening aft. State Type of Erections

TONNAGE under 4507.86 CLASS +100 A1 State if with freeboard as condition of Class Yes Built at Dumbarton
 Tonnage Deck...
 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 410.0
 Breadth (greatest moulded) B 56.0
 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 37.83
 1st Longitudinal Number (L x D) = 15510
 2nd Numeral L x (B + D) = 38470
 Framing Depth "d," at middle of length. See Sec. 3 (1d) 26.18
 Proportions—Depth to Length—Uppermost continuous deck to top of keel 10.29
 Draught Moulded 26.5
 Launched 23rd July 1940 Yard No. 1347
 Builders Wm. Denny & Bros. Ltd.
 Owners Australind Steam Shipping Co. Ltd.
 Managers Trinder, Anderson & Co.
 Residence London
 Port of Registry London
 If surveyed while building, afloat, or 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.
FRAMES, Spacing amidships	32 ✓		Bracket Floors, Frame	B.A. 7 3 1/2 39 ✓	
" " from 1/3 length amidships to Collision bulkhead	27 ✓		" " Reversed Frame	B.A. 7 3 39 6 1/2 x 3 x 39 ✓	
" " in peaks	24 ✓		" " Vertical Struts	Channel 7 x 3 1/2 x 3 1/2 x 46 ✓	
DE FRAMING.			Centre Girder, depth and thickness amidships	44 54 ✓	
Frame Amidships, Angle, 1/4"	9 4 54 ✓		" " top Angles	3 1/2 3 1/2 48 ✓	
" " Extends up to	Shell & Bk ✓		" " bottom Angles	5 5 54 ✓	
Reversed Frame Amidships, Angle	9 4 50 ✓		Side Girders, No. each side and thickness	one 38 ✓	
" " Extends up to	Second dk. ✓		Margin Plate depth (excl. of flange) and thickness	42 x 54 ✓	
Depth of Framing Girder	14" ✓		" " Vertical Angle to Tank side	6 6 46 ✓	
Frames in Uppermost Continuous 'tween Decks, Angle, 1/4"	9 4 54 ✓		" " Bracket abaft 1/2 len. from stem	6 6 46 ✓	
" " Second 'tween Decks, Angle, [or [✓		" " Vertical Angle to Tank side	6 6 46 ✓	
" " Third " " " "	✓		" " Bracket from forward 1/2 len. from stem to Panting Area	6 6 51 ✓	
" " from 1/2 len. for'd. to 15% len. from Stem	9 4 54 ✓		" " Gussets, spacing and scantling abaft 1/2 len. from stem	continuous 27 x 42 ✓	
" " in Peaks, Angle or [8 3 1/2 35 ✓		" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	27 x 42 ✓	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 @ 5 1/4 ✓		Tank Side Brackets, height above base line at toe of Frame and thickness	71 x 47 ✓	thickness not one plan
State if Frame Joggled	yes ✓		INNER BOTTOM PLATING.		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	yes ✓		Breadth and thickness of Middle Line Strake	54 x 52 ✓	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	yes ✓		Thickness of remainder in Holds	44 52 ✓	increase in len of scantling
SINGLE BOTTOM.			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 ✓	
Floors, Depth and thickness at mid-line in Holds			BEAMS.		
Height of Brackets at side above base line at toe of frame			Uppermost Continuous Deck, amidships	B.A. 9 3 38 ✓	
Middle Line Keelson, on Floors, Angles, [or [" " in way of Bridge, Angle, [or [
" " Through Plate or Intercoastal Plate			Spacing	32" ✓	
" " Foundation Plate on Floors			Second Deck, amidships, Angle, [or [B.A. 9 3 44 ✓	
" " Flat Plate Keel Angles			Spacing	32" ✓	
Side Keelsons, No. each side			Third Deck, amidships, Angle, [or [12 3 1/2 50 ✓	
" " thickness of Intercoastal Plate			Spacing	32" ✓	
" " Angles			Fourth Deck, amidships, Angle, [or [
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing	42 @ 8 ✓		Poop Deck, Angle, [or [
" " Are Frame and Reversed Frame joggled?	yes ✓		Spacing		
Bracket Floors, breadth and thickness at middle line	49 x 42 ✓		Bridge Deck, Angle, [or [
" " breadth and thickness at margin plate	33 x 42 ✓		Spacing		
			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.
PILLARS, No. of Rows.....	<i>Two</i>	✓	Stringer Plate, breadth and thickness in way of Bridge	✓	
" in 'tween Decks, Size and Spacing.....	<i>widely</i>		Thickness of Plating abreast Deck openings in way of Wells.....	<i>36</i>	✓
" " " " " "	<i>Spaced</i>		Thickness of Plating abreast Deck openings in way of Bridge	✓	
" in Holds " "	<i>Pillars with deck girders as appl.</i>	✓	Thickness of Plating within line of openings...	<i>34</i>	✓
" " " " "			If Sheathed, material and thickness	✓	
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing.....	<i>B.A. 8 3 1/2 38</i>	✓	Stringer Plate, breadth and thickness.....	<i>76</i>	<i>42</i> ✓
Plating, thickness of	<i>30</i>	✓	If Plated, state thickness.....	<i>42</i>	✓
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells.....	<i>60</i>	<i>56</i> ✓	If Plated, state thickness		
" " " " in way of Bridge	✓		Poop Deck.		
" Angle in Wells	<i>66</i>	<i>56</i> ✓	Stringer Plate, breadth and thickness		
Thickness of Plating abreast Deck openings in way of Wells	<i>53 - 49</i>	✓	Plating, Sheathing, material and thickness ...		
Thickness of Plating abreast Deck openings in way of Bridge	✓		Bridge Deck.		
Thickness of Plating within line of openings...	<i>38</i>	✓	Stringer Plate, breadth and thickness.....		
If Sheathed, material and thickness	✓		Plating, Sheathing, material and thickness ...		
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	<i>48</i>	<i>40</i> ✓	Stringer Plate, breadth and thickness.....		
			Plating, Sheathing, material and thickness ...		

SHELL PLATING.

SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL.				EDGES.				
	AMIDSHIPS.		FORWARD.	AFT.	ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.		BUTTS.		
	Breadth. Inches.	Thickness. Inches.	Thickness. Inches.	Thickness. Inches.			No. of Rows of Rivets.	RIVETS. Diam. Inches. Spacing cr. to cr. Inches.	STRAPPED OR LAPPED.
FLAT PLATE KEEL	<i>52 1/2</i>	<i>79</i>	<i>69</i>	<i>69</i>	✓	<i>Double</i>	<i>1</i>	<i>4</i>	<i>4</i> ✓
" DELG. (if any)									
BOTTOM PLATING, No. of Strakes		<i>62 x 60</i>	<i>68 x 66</i>	<i>52</i>	✓	"	<i>7/8</i>	<i>3 5/9</i>	<i>3 x 4</i> ✓
BILGE PLATING, No. of Strakes		<i>62 x 60</i>	<i>62</i>	<i>50</i>	✓	"	"	"	<i>3 x 4</i> ✓
SIDE PLATING, No. of Strakes		<i>61</i>	<i>59</i>	<i>47</i>	✓	"	"	"	<i>3</i> ✓
UPPER DECK, Sheer-strake in Wells.....	<i>84 1/2</i>	<i>66</i>	<i>51</i>	<i>47</i>	✓	"	"	"	<i>4</i> ✓
UPPER DECK, Sheer-strake in Bridge ...	✓								
STRAKE BELOW Sheer-strake in Wells.....	✓								
STRAKE BELOW Sheer-strake in Bridge ...	✓								
POOP SIDE PLATING	✓								
BRIDGE SIDE PLATING ...	✓								
FORECASTLE SIDE PLATING	✓								

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—					
Extending to <i>sketch</i> Upper Deck (Sec. 3 c)			1	✓	
“ Deck next below			6	✓	
As per Rule			7	✓	
	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
<i>No. 127.</i> ✓ MIDSHIP BULKH'D, Upper tween decks	✓				
“ “ Second “	✓				
“ “ Third “	✓				
“ “ Holds	✓	<i>channel</i> ✓	<i>30</i> ✓		
COLLISION (in Hold)	✓	<i>B.A.</i> ✓	<i>24</i> ✓	<i>semi-bulkhead</i> ✓	
AFTER PEAK “ “	✓	<i>B.A.</i> ✓	<i>24</i> ✓	<i>2 do</i> ✓	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar			<i>Flat plate</i>	
STEM		<i>10 x 2 1/2</i>	<i>as shown</i>	
STERN FRAME { Propeller Post			<i>casting appl. Verdicted</i>	✓
{ Rudder			<i>plan</i>	
Speed of Vessel.....		<i>12.5 knots</i>		✓
RUDDER—Type.....		<i>Welded</i>		
" A x D		<i>530</i>		✓
" Diam. of head	<i>Forging</i>	<i>11 1/4</i>	<i>Dunlop</i>	✓
" Mainpiece at top pintle		<i>10 1/2 x 10 1/2</i>	<i>7/8 x 7/8</i>	✓
" " heel	<i>Forging</i>	<i>10 1/2 x 7</i>	<i>g.c.</i>	✓
" how constructed		<i>Welded.</i>		✓
" double or single plate coupling, vertical or horizontal		<i>1/2"</i>		✓

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	
	<i>Colvilles Ltd. - Steel Co. of Scotland - Dornan Long - Consols Iron Co. - Lanarkshire Steel Co. -</i>	
	Has the Steel been tested as required by the Rules? <i>yes.</i>	

Emergency
Tower
omitted

27
2"
Emergency
45 fms
omitted

EQUIPMENT No 39781				LETTER at				ANCHORS.			
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	
99003	1st Bower	68	3	0				53	1	3	14
99002	2nd "	68	1	0				52	15	2	14
	3rd "										
	Collective weight.										
99001	Stream	19	0	21	4	3	14	20	1	3	14

Notes: 3rd bower anchors & 45 fms chain cable not supplied. Monitor is equipment for detection of hostilities.

CHAIN CABLES.				HAWERS AND WARPS.			
Number of Certificate.	Length and size supplied.		Test per Certificate.	WEIGHT OF CHAIN CABLE.		Length and size per Table 53.	Description.
	Length.	Diam.		Supplied.	Per Rule.		
	Fathoms.	Ins.	Tons.	Cwts. qrs. lbs.	Cwts.	Fathoms.	Ins.
112565	120	2	100.8	141.1	262-2-8	270	2
112566	105	2	"	"	230-3-0	"	"
	225						
		Or.				Or.	
Stream	90	4 1/2	58.6			90	4 1/2
Steel Wire							

Steering Gear, Type (Power or hand) *Steam. Hastie's* Alternative Means of Steering *block & tackle led to winch*

Steering Chains (Size and Test) *none* Windlass *Steam Clark's Chapman Boats* *4*

Ceiling in Holds, thickness and material *inner bottom plating in hold .08 in thickness under hatchway, i. line of ceiling in way of bilges only 2 1/2 W.P.* Cargo Battens, thickness, material and spacing *6 x 2 W.P. @ 9" (* see note on deck)*

Cargo Hatchways.-(Upper Deck) *Steel plates & angles.* Thickness of Hatches *2 1/2*

Size of Hatchways No. 1 (Fwd.) *27' x 20'* No. 2 *32' x 20'* No. 3 *13' 4" x 20'* No. 4 *32' x 20'* No. 5 *24' x 20'* No. 6 *✓*

Number of Shifting Beams *No. 1-four, No. 2-five, No. 3-two, No. 4-five, No. 5-four.*

Builder's Signature *FOR WILLIAM BROWN & BROTHERS LIMITED. A. W. Paterson* DIRECTOR.

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 *Motorship*

(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 (where required to be inserted in the Notation).

The materials & workmanship are good. The vessel has been built in accordance with the approved plans, Secretary's letters of various dates, and in general conformity with the Rules for the Class contemplated. The vessel is constructed to carry oil fuel in Nos. 1-2-3-engine rooms-4 and 5 double bottom tanks & in specially constructed bunkers p. & s. in engine rooms. Flash point above 150° F. Requirements of Section 20 of the Rules have been complied with so far as applicable. Decks, bulkheads, bunkers, tanks, W.T. door & pumps have been tested as required by the Rules with satisfactory results.

Windlass & steering gear tried under working conditions & found satisfactory.

The amount of Entry Fee £ *9 : 0 : 0* Fees applied for, *22 OCT 1940*

Special Survey Fee.... £ *325 : 12 : 6* Received by me, *M. M. 1940*

Freeboard Travelling Expenses, if any £ *16 : 0 : 0*

I am of opinion the Vessel should be Classed *+100 A1* With freeboard

Subject to replacement of permitted deficiency of equipment at the end of the year.

State whether the Vessel has been built under Special Survey *yes* Signature *A. W. Paterson*

Certificate to be sent to *GLASGOW* Date of issue *21/11/40* Surveyor to Lloyd's Register of Shipping. *for A. D. Ritchie & Self.*

Committee's Minute *GLASGOW 22 OCT 1940*

Character assigned *-1-100 A1* *with freeboard* } subject

10.40 *FRI 22 NOV 1940* *1-100 A1* *10.40* *as now* *2 OR 120 lb.*

Write to *Without delay*

2 OR 120 lb. + 1 - 100 A1

The Surveyor are requested not to write on or below the Committee's Minutes.

3161-0171 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.)

Midship Section as built forwarded in advance
List of approved plans forwarded herewith.
Midship Section
Profile & Deck
Strengthening of bottom forward.
Double bottom & engine girders in machinery space.
Oil fuel bunkers.
Pillars & girders.
Framing in way of tunnel recess.
Stem framing & scants
Fore end framing
Additional strengthening in way of omitted C/L Bulkheads.
Third deck.
Boat deck.
Stem frame & rudders
Welded rudders
Casings
Web frames 68x73
Pumping plans
Quadrant & tiller.

3 forgings & castings Certificates.

NOTE:—Cargo battens:—Vessel is fitted for cargo battens, but at present only Nos. 2 & 4 holds & part of No. 1 hold have been provided with battens, the timber to complete remainder of vessel is to be supplied & fitted on vessel's arrival in U.S.A.

PARTICULARS OF ELECTRIC WELDING (if employed) Margins butts, margin to shell, Second deck strunged to shell, third deck strunged to shell, oil fuel bunkers, bulkhead bottom brackets, shaft tunnel.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book "With freeboard," oil engine, Winches, Cruisers Stern, Rudders electrically welded, Duct Keel, 1 dk & shelter dk, 2nd dk in No 3 hold, Lloyd's A. & C.P. D.F.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	42-1-22 — E.E. — Cert. 10345 — 29 th Sept. 1939
	2nd "	42-2-18 — E.E. — Cert. 10370 — 6 th Oct. 1939.
	3rd "	

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 or Forecastle are joined to the B.D., this should be distinctly stated ☒

Official No. 168019 Signal Letters GMZG Extreme Breadth over Belting ☒ Over-all Length 428'-9" (Circ. 1703)

No. and Material of Decks 1 dk & shelter dk, 2nd dk in No. 3 hold.

Parts of Bottom of Vessel coated with cement or approved composition cement in fore & after peaks, cement fillets in feed & fresh water tanks

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. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	120-6	326	Fore peak tank,		144
Double bottom, under Engines and Boilers,			After peak tank,		153
Double bottom, if under Engines only,	48-0	270	Deep tank, aft,	37-4	955
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	175-10	576	Other tanks, if fitted,		
Total length (if continuous) and Capacity (including cofferdams)	349-2	1172	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 1413

Date 12.9.39

Dates of Surveys held while building

1939 Sep: 21. 28 Oct: 2. 4. 11. 13. 16. 20. 23. 25. 26 Nov: 2. 8. 10. 15. 20. 23. 27 Dec: 1. 5. 13. 18. 26. 28
1940 Jan: 8 Feb: 2. 6. 19. 23. 25. 29 Mar: 5. 11. 14. 19. 26. 27 Apr: 2. 4. 10. 18. 22. 25 May: 1
10. 16. 22. 23. 29 June: 3. 6. 11. 14. 19. 21. 25. 28 July: 1. 2. 5. 8. 10. 12. 16. 18. 19. 23. 31 Aug: 6. 9. 14
21. 28. 29 Sep: 3. 4. 13 Oct: 2. 7

Total No. of Visits 79