

Rpt. 1

WRECK  
SECTION

No

# STEEL STEAMER or MOTORSHIP.

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 herewith

5 NOV 1930  
WRECK  
SECTION

No

Date of completion of report 4<sup>th</sup> November 1930

Port of Belfast

No. 10,493

Survey held at Belfast

Date First Survey 19<sup>th</sup> February 1930

Last Survey

30<sup>th</sup> October

1930

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

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

Complete superstructure with tonnage openings forward

State Type of Erections Poop & Trunk & Long Trunk

TONNAGE under Tonnage Deck...

CLASS 100 A1 carrying liquid (State if with freeboard) Yes  
asphalt in portable tanks

Built at Belfast

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 290

Launched 27<sup>th</sup> May 1930 Yard No. 899

Total 1859.34

Breadth (greatest moulded) B 47

Builders Harland & Wolff Ltd

Gross Tonnage 2627.20

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 19.5

Owners Ebano Oil Co. Ltd

Register Tonnage 1550.56

1st Longitudinal Number (L x D) = 5655

Managers A. Keir & Co.

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

## REGISTERED DIMENSIONS.

FEET.

2nd Numeral L x (B + D) = 19285

Residence

Length 290.2

Framing Depth "d," at middle of length. See Sec. 3 (1d) 16.75

Port of Registry London

Breadth 47.25

Proportions—Depth to Length—Uppermost continuous deck to top of keel 14.88

If surveyed while building, afloat, or in dry dock

Depth 17.75

Do. Long 10.75

Draught Moulded 15'-6"

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.
<b>FRAMES, Spacing amidships</b>	<u>24"</u>		<b>Bracket Floors, Frame</b>		
" " from $\frac{3}{8}$ length to Collision bulkhead	<u>24" &amp; 21"</u>		" " <del>Reversed Frame</del>		
" " in peaks	<u>24" AP, 21" FP</u>		" " <del>Vertical Struts</del>		
<b>SIDE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>	<u>33</u>	<u>44</u>
Frame Amidships, Angle <u>E or F</u>	<u>7 3 40</u>		" " top Angles	<u>3</u>	<u>3 40</u>
" " Extends up to	<u>Upper Deck</u>		" " bottom Angles	<u>3 1/2</u>	<u>3 42</u>
Reversed Frame Amidships, Angle	<u>3 3 42</u>		<b>Side Girders, No. each side and thickness</b>	<u>Two</u>	<u>32</u>
" " Extends up to	<u>on floors</u>		<b>Margin Plate depth (excl. of flange) and thickness</b>	<u>27 1/2</u>	<u>38 app'd 24.38</u>
Depth of Framing Girder	<u>7</u>		" " <del>Vertical Angle to Tank side Bracket abaft 1/2 len. from stem</del>		
<b>Frames in Uppermost Continuous tween Decks, Angle, E or F</b>			" " <del>Vertical Angle to Tank side Bracket forward 1/2 len. from stem</del>	<u>3</u>	<u>3 32</u>
" " <b>Second tween Decks, Angle, E or F</b>			" " <del>Cassets, spacing and scantling abaft 1/2 len. from stem</del>		
" " <b>Third " " "</b>			" " <del>Cassets, spacing and scantling forward 1/2 len. from stem</del>		
Framing in Peaks, Angle <u>E</u>	<u>6 3 40 AP</u>		<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	<u>3'-9"</u>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<u>3/4 5 1/2</u>		<b>INNER BOTTOM PLATING.</b>		
State if Frame Joggled	<u>Yes</u>		Breadth and thickness of Middle Line Strake	<u>44</u>	<u>38</u>
<b>PANTING ARRANGEMENTS</b> (Sec. 7), state system and particulars	<u>One web 12" x 32 in Deep Tank Forward and two side stringers 12" x 32</u>		Thickness of remainder in Holds		<u>34</u>
<b>STRENGTHENING OF BOTTOM FORWARD.</b> State Particulars	<u>35 brakes of plating next keel midship thickness to Coll. Bulk. Frames doubled fore of 3/5 L and Rivets closed up to 5" dia. apart Additional intercostals</u>		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?	<u>Yes</u>	
<b>SINGLE BOTTOM.</b>			<b>BEAMS.</b>		
Floors, Depth and thickness at mid-line in Holds	<u>33 42</u>		Uppermost Continuous Deck, amidships in Wells, Angle, <u>E or F</u>	<u>5 1/2</u>	<u>3 34</u> (check)
Height of Brackets at side above base line at toe of frame	<u>3 1/2 42 1/2</u>		" " in way of Bridge, Angle, <u>E or F</u>		
Middle Line Keelson, on Floors, Angle, <u>E or F</u>	<u>6 3 3 38 F</u>		Spacing		<u>24</u>
" " Through Plate <u>E or F</u>	<u>39 42</u>		<b>Second Deck, amidships, Angle, <u>E or F</u></b>		
" " Foundation Plate on Floors <u>E or F</u>	<u>18 40</u>		Spacing		
" " Flat Plate Keel Angles	<u>3 1/2 3 42</u>		<b>Third Deck, amidships, Angle, <u>E or F</u></b>		
Side Keelsons, No. each side <u>Two</u>			Spacing		
" " thickness of Intercostal Plate	<u>40</u>		<b>Fourth Deck, amidships, Angle, <u>E or F</u></b>		
" " <u>Single Channel</u> <u>6 x 3 x 3 1/2 38 F</u>			Spacing		
<b>DOUBLE BOTTOM. 5 Spaces in Pump Room</b>			<b>Poop Deck, Angle, <u>E or F</u></b>	<u>6</u>	<u>3 38</u>
Solid Floors, thickness and spacing	<u>33 x 32 sp 24</u>		Spacing		<u>24</u>
" " Are Frame and Reversed Frame joggled?	<u>Yes</u>		<b>Trunk</b>		
<b>Bracket Floors, breadth and thickness at middle line</b>			<b>Bridge Deck, Angle, <u>E or F</u></b>	<u>5 1/2</u>	<u>3 34</u>
" " breadth and thickness at margin plate			Spacing		<u>24</u>
			<b>Forecastle Deck, Angle, <u>E or F</u></b>	<u>6</u>	<u>3 42</u>
			Spacing		<u>21</u>

WRECK  
SECTION  
No

## 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</b> , No. of Rows <i>Two</i>			Stringer Plate, breadth and thickness in way of Bridge		
" in 'tween Decks, Size and Spacing.....			Thickness of Plating abreast Deck openings in way of Wells		
" " " " "			Thickness of Plating abreast Deck openings in way of Bridge		
" in Hold <i>Webs 30" x 40" spaced 10 ft apart 15-2 each side of Centre with 9-3 x 48 Ba. on each edge</i>			Thickness of Plating within line of openings...		
" " " " "			If Sheathed, material and thickness		
<b>Centre Line Bulkhead.</b>			<b>Third Deck.</b>		
Stiffeners and Spacing.....			Stringer Plate, breadth and thickness.....		
Plating, thickness of			If Plated, state thickness.....		
<b>STRINGERS AND DECKS.</b>			<b>Fourth Deck.</b>		
<b>Uppermost Continuous Deck.</b>			Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells <i>70</i>	<i>42</i>		If Plated, state thickness		
" " " " <i>at break of Bulkhead</i>	<i>60</i>		<b>Poop Deck.</b>		
" Angle in Wells <i>5 3</i>	<i>42</i>		Stringer Plate, breadth and thickness	<i>40 to 30</i>	
Thickness of Plating abreast Deck openings in way of Wells	<i>42</i>		Plating, Sheathing, material and thickness	<i>34 to 30</i>	
Thickness of Plating abreast Deck openings in way of Bridge			<b>Bridge Deck.</b>		
Thickness of Plating within line of openings...			Stringer Plate, breadth and thickness.....	<i>62</i>	<i>40</i>
If Sheathed, material and thickness			Plating, Sheathing, material and thickness		<i>36</i>
<b>Second Deck.</b>			<b>Forecastle Deck.</b>		
Stringer Plate, breadth and thickness in Wells...			Stringer Plate, breadth and thickness.....	<i>28</i>	<i>32</i>
			Plating, Sheathing, material and thickness	<i>32</i>	<i>40 under windlass</i>

## SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.		
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.	
	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>45</i>	<i>56</i>	<i>52</i>	<i>52</i>		<i>Double</i>	<i>7/8</i>	<i>3 3/4</i>	<i>3</i>	<i>7/8</i>	<i>3 3/8</i>
" DBLG. (if any)											
BOTTOM PLATING, No. of Strakes <i>4</i>		<i>46</i>	<i>30 46</i>	<i>42 44</i>			<i>3/4</i>	<i>3</i>	<i>3</i>	<i>3/4</i>	<i>2 7/8</i>
BILGE PLATING, No. of Strakes <i>1</i>		<i>46</i>	<i>42</i>	<i>40</i>		<i>Double &amp; Single</i>	<i>3/4</i>	<i>3</i>	<i>3</i>		
SIDE PLATING, No. of Strakes <i>2</i>		<i>46</i>	<i>42</i>	<i>40</i>		<i>Single</i>			<i>3</i>		
UPPER DECK, Sheer-strake in Wells.....	<i>62</i>	<i>46</i>	<i>38</i>	<i>38</i>					<i>3</i>		
UPPER DECK, Sheer-strake in Bridge ...											
STRAKE BELOW Sheer-strake in Wells.....											
STRAKE BELOW Sheer-strake in Bridge ...											
POOP SIDE PLATING				<i>34</i>		<i>Single</i>	<i>3/4</i>	<i>3</i>	<i>One</i>	<i>3/4</i>	<i>2 7/8</i>
<i>Trunk</i> BORDER SIDE PLATING ...		<i>42</i>							<i>Two</i>		
FORECASTLE SIDE PLATING			<i>36</i>						<i>One</i>		

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	<i>Six</i>
Extending to Upper Deck (Sec. 3 c)	<i>Six</i>
" Deck next below	<i>✓</i>
As per Rule	<i>Five</i>

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks					
" " Second					
" " Third					
" " Holds		<i>8-3 x 40 BA 24</i>		<i>9-3 x 40 BA 20</i>	
" " " "		<i>9-3 x 44 BA 30 1/2</i>		<i>21 x 20</i>	
COLLISION " (in Hold)		<i>42 to 30</i>	<i>6-3 x 32 BA 24</i>	<i>2 Semi Box Bms</i>	
AFTER PEAK "		<i>42 to 30</i>	<i>7-3 x 40 BA 24</i>	<i>8 Semi Box Bms</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>Rolled Bar</i>	<i>7 1/2 x 2</i>	<i>Colville</i>	
STERN FRAME	Propeller Post	<i>Forging 9 1/2 x 7</i>		
	Rudder	<i>7 3/8 x 5 1/2</i>	<i>Caledonian Forge Irvine Ltd</i>	
RUDDER—A x D		<i>239</i>		
Speed of Vessel	<i>10 Knots</i>			
RUDDER mainpiece at head	<i>Forging</i>	<i>7 7/8</i>	<i>Caledonian Forge Irvine Ltd</i>	
		<i>52</i>		
" " heel		<i>8</i>		
" how constructed	<i>Keyed Arms</i>			
" double or single plate	<i>Single Plate 95</i>			
" coupling, vertical or horizontal	<i>Vertical 8 Bolts 2 7/8 dia</i>			

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Plates & Bars D. Colville & Sons Ltd.*

Has the Steel been tested as required by the Rules? *Yes.*

EQUIPMENT No. 20796												LETTER "A"		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.				
32991	1st Bower ...	40	1	21	26	0	14	36	2	2	0	40-0-0	Byro Improved Stockless	not stated	Sunderland 4/4/30 J.H. Butler	
33053	2nd " ...	40	0	7	27	0	0	35	16	3	14	40-0-0	-	-	10/5/30 - -	
33054	3rd " ...	40	0	0	25	3	14	35	15	0	0	40-0-0	-	-	- - -	
	Collective weight.	120	2	0								120-0-0	119			
45375	Stream .....	11	0	8	2	3	20	13	0	0	0	11-0-0	Rodgers	-	Bradley Heath 16/5/30 S.C. Paul	

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.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
44537	240	1 7/8	63.5	88.0	425	2.7	425	1.0	240	1 7/8	Stud	not stated	Bradley Heath 16.5.30 S.C. Paul.	TOWLINE	100	4	33.2	100	4
															90	2 1/2	13.2	90	2 1/2
															90	2 1/2	13.2	90	2 1/2
															90	2 1/2	13.2	90	2 1/2
															90	2 1/2	13.2	90	2 1/2
															4 coils	6	manilla		
Examination of Chain and Steel Wire	75	4 1/4	36 1/4						75	4 1/4	S. Wire	A. Thomson Black & Co. Ltd.	Makers Certificates examined						

Steering Gear, Steam *Hosie & Co. Wilson Pirie patent* Steering Gear, Hand *Relieving Tackle*  
Boats *2 Lifeboats 22 ft.* Steering Chains, Size and Test ☒ Windlass *Emerson Walker Steam direct*  
Ceiling in Holds, thickness and material *none* Cargo Battens, thickness, material and spacing *none*  
Cargo Hatchways.—(Upper Deck) *water-tight hinged covers* Thickness of Hatches  
Size of No. 1 Hatchway (Forward) *6' 6"* No. 2 *6' 6"* No. 3 *6' 6"* No. 4 *6' 6"* No. 5 No. 6  
Number of Shifting Beams and/or Fore and Afters *none*

For HARLAND AND WOLFF, LIMITED.

Builder's Signature

*Chas. Payne*

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel *Yes*. (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *Yes*. The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

*This vessel has been built in accordance with the plans approved by the Committee the Secretary's letters and in general conformity with the Rules, and the materials and workmanship are good. The double bottom tanks, peak tanks, deep tanks and oil fuel bunkers and liquid asphalt cargo tanks (portable) have been tested as required by the Rules with satisfactory results the weather decks and water-tight bulkheads have been satisfactorily hose tested and the steering gear, windlass and anchors and bilge pumps have been tested under working conditions and found good. The freeboards have been verified and cut in on the vessels sides. Liquid asphalt is carried in four portable tanks in accordance with the approved plan. Oil fuel F.P. 150°F is carried in the forward deep tank and in oil fuel bunker between the boiler room and pump room.*

The amount of Entry Fee ..... £ *6 : 0 : 0* Fees applied for,  
Special Survey Fee.... £ *309 : 10 : 6* *4-11-1930*  
Freeboard Fee *6 : 13 : 4* Received by me,  
Travelling Expenses, if any £ : : *28-11-1930*

I am of opinion the Vessel should be Classed *+ 100A1 with freeboard*  
*"Carrying liquid asphalt in portable tanks"*

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

Signature

*S. Kendall*

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *This Office*

Date of issue

Committee's Minute

TUE. 11 NOV 1930

Character assigned

*+ 100A1*

*With freeboard*

*Carrying liquid asphalt in portable tanks*

*Lloyd's as at*

*+ Lmb. 10, 30 Cf. 72, Fitted for oil fuel 10, 30 F.P. 150°F*



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Lloyd's Register Foundation

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.)

Thirteen approved plans together with sketch of Midship Section as built and six forging reports are enclosed herewith.

Midship Section

Profile + Decks

Oil fuel bunkers

Deep ballast tank forward

Stiffening of end Bulkheads of Asphalt Tanks

W.T. Hatches on upper Deck. Port side

Detail of W.T. Hatches on Trunk Top.

Outline of Rudder

Rudder plan

Stern Frame

Spare Teller

Quadrant + Teller

Pumping plan

Midship Section as built.

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

1st Bower 23-2-5 M.B. N° 7674 - 11<sup>th</sup> March 1930  
2nd " 24-1-25 K.H. N° 7801 - 29<sup>th</sup> April 1930  
3rd " 23-1-24 K.H. N° 7802 - 29<sup>th</sup> April 1930

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 72.6 ft., R.Q. 178 ft., Bridge 178 ft., Forecastle 39.4 ft.  
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *Poop Forecastle joined by Longitudinal Trunk*

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 1 Dk (stl)

Official No. 161480 ; Signal Letters

Is bottom of Vessel coated with cement Yes. if not give

particulars of composition *outer strakes flushed up in D.B. Tank and under asphalt tanks.*

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	10	27	Fore peak tank,		64
Double bottom, under Engines and Boilers,			After peak tank,		29
Double bottom, if under Engines only,			Deep tank, aft,	17.5	268
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
Total capacity of double bottom			(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. 826

Date 25<sup>th</sup> Mar 1930

Dates of Surveys held while building

1930  
Feb. 19. 25. 26 Mar 3. 4. 6. 10. 11. 12. 13. 14. 18. 20. 21. 25. 28. 31. Apr. 1. 4. 7. 8. 9. 11. 14. 16. 24. 28. 29. 30  
May 4. 8. 13. 15. 20. 22. 23. 24. 26 June 4. 13. 16. 18. 19 July 1. 2. 4. 7. 8. 9. 10. 25 Sept 8. 15. 22. 23  
Oct 28. 30.

Total No. of Visits 57