

## STEEL STEAMER or MOTORSHIP.

Received at London Office FEB 23 1938

State if Report has been sent on the Freeboard of the Vessel *yes*State if Report is sent on the Machinery of the Vessel *no*Date of completion of report *February 1938* Port of *Leith* No. *19520*  
Survey held at *Burntisland* Date First Survey *15<sup>th</sup> June 1937* Last Survey *15<sup>th</sup> February 1938*On the (State if Machinery fitted Aft and  
if Single, Twin or Triple Screw)State Type (Full Scantling, Complete Superstructure  
with or without Tonnage Openings)TONNAGE under  
Tonnage Deck...space or spaces  
between Tonnage Deck  
Upper Deck

Tonnage not yet ascertainable

er Tonnage

STERED DIMENSIONS.  
FEET.

414.0

56.9

25.75

CLASS *T100A1*  
WITH FREEBOARDState if with freeboard  
"as condition of Class"

FEET.

Length from fore part of stem to after part of stern  
post on summer L.W.L. See Sec. 3 (1a) *L 405.0*Breadth (greatest moulded) *B 56.67*Depth, at middle of length from top of keel to top  
of beam at side of uppermost continuous  
deck. See Sec. 3 (1c) *D 28.08*1st Longitudinal Number (L x D) *= 14612.4*2nd Numeral L x (B + D) *= 37563.75*Framing Depth "d," at middle of length. See  
Sec. 3 (1d) *24.19*Proportions—Depth to Length—Uppermost con-  
tinuous deck to top of keel *11.07*Do. Long Bridge to top  
of keelDraught Moulded *28.11*Built at *Burntisland*Launched *18<sup>th</sup> January 1938* Yard No. *213*Builders *The Burntisland SBC & Co*Owners *McCormac & Co Ltd*Managers *✓*

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

Residence *Leadenhall House,  
10 Leadenhall St. London.*Port of Registry *London*

If surveyed while building, afloat, or in dry dock

*While building.*

## 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	30	✓	Bracket Floors, Frame	<i>P 6 3 1/2 38</i>	✓
from 3/8 length to Collision bulkhead	27	✓	Reversed Frame	<i>P 6 3 34</i>	✓
in peaks	24	✓	Vertical Struts	<i>C 8 3 1/2 x 3 1/2 x 42</i>	✓
FRAMING.			Centre Girder, depth and thickness amidships	<i>4 2 3/4 54</i>	✓
Amidships, Angle, E or C	<i>12 3 1/2 58</i>	✓	top Angles	<i>double 3 1/2 3 1/2 47</i>	✓
Extends up to <i>2nd deck</i>		✓	bottom Angles	<i>double 4 4 53</i>	✓
(and to Upper D. at Collision bulkhead)			Side Girders, No. each side and thickness	<i>One .37</i>	✓
Frame Amidships, Angle	<i>none</i>		Margin Plate depth (excl. of flange) and thickness	<i>39 1/2 54</i>	✓
Extends up to	✓		Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	<i>T 6 6 50</i>	<i>approved 6 x 6 x 44</i>
of Framing Girder	<i>12</i>	✓	Vertical Angle to Tank side Bracket forward 1/4 len. from stem	<i>6 6 44</i>	<i>combined 3 1/2 3 1/2 44</i>
in Uppermost Continuous 'tween	<i>7 3 1/2 36</i>	✓	Gussets, spacing and scantling abaft 1/4 len. from stem	<i>Continuous plate .42 from Frame No. 38 to 64</i>	<i>71 forward</i>
Decks, Angle, E or C	✓		Gussets, spacing and scantling forward 1/4 len. from stem	<i>Continuous plate .42</i>	
Second 'tween Decks, Angle, E or C	✓		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>6'-6" .44</i>	✓
Third	✓		INNER BOTTOM PLATING.		
in Peaks, Angle or C	<i>7 1/2 3 1/2 38</i>	<i>approved 7 1/2 x 3 1/2 x 37</i>	Breadth and thickness of Middle Line Strake	<i>77 50</i>	<i>approved 76 5/8 50</i>
ter and Spacing of Rivets through Frame and Shell Plating amid- ships	<i>7/8 5 3/4</i>	<i>C/C average (closed up at bulkhead)</i>	Thickness of remainder in Holds	<i>43 16 39</i>	✓
Frame Joggled	<i>yes</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>	✓
ARRANGEMENTS (Sec. 7), state system and particulars	<i>Shell .58 12 x 3 1/2 x 45 = 12 Frames 5 x 3 x 40 = 12 Three stringers.</i>	<i>approved</i>	BEAMS.		
THENING OF BOTTOM FOR	<i>Shell .65</i>	✓	Uppermost Continuous Deck, amidships	<i>7 1/2 3 1/2 34</i>	✓
D. State Particulars	<i>42 solid floors 24 x 27 apart</i>	✓	in Wells, Angle, E or C	✓	
na of 35 L. 38 Girders 3'-6" apart			in way of Bridge, Angle, E or C	✓	
BOTTOM.			Spacing	<i>every frame</i>	
Depth and thickness at mid-line in Holds			Second Deck, amidships, Angle, E or C	<i>8 3 34</i>	✓
Height of Brackets at side above base line at toe of frame			Spacing	<i>every frame</i>	✓
Line Keelson, on Floors, Angles, E or C			Third Deck, amidships, Angle, E or C		
Through Plate or Intercostal Plate			Spacing		
Foundation Plate on Floors			Fourth Deck, amidships, Angle, E or C		
Flat Plate Keel Angles			Spacing		
Keelsons, No. each side			Poop Deck, Angle, E or C		
thickness of Intercostal Plate			Spacing		
Angles			Bridge Deck, Angle, E or C		
LE BOTTOM.			Spacing		
Floors, thickness and spacing	<i>amidships 1/4 every 4 frames (under Engines every frame has 1/4 floor)</i>	✓	Forecastle Deck, Angle, E or C		
Are Frame and Reversed Frame joggled?	<i>yes</i>	✓	Spacing		
Bracket Floors, breadth and thickness at middle line	<i>3'-6" .41</i>	✓			
breadth and thickness at margin plate	<i>3'-0 1/4 .41</i>	✓			



## PILLARS AND DECKS.

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		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> .....✓				angle			
" in 'tween Decks, Size and Spacing <i>side girders in conjunction with solid round pillars as per plan of girders and strong beams</i>				Stringer Plate, breadth and thickness in way of Bridge <i>as per plan</i> .....		3 1/2 3 1/2 .42	✓
" " " " "				Thickness of Plating abreast Deck openings in way of Wells .....		.43 16 .36	✓
" " " " "				Thickness of Plating abreast Deck openings in way of Bridge .....		✓	
" in Holds " " " " " <i>side girders in conjunction with I pillars as per plan.</i>				Thickness of Plating within line of openings...		.34 16 .32	✓
" " " " "				If Sheathed, material and thickness <i>(sheathed in way of accommodation only)</i>		Plat. .35 1/2" w.w	✓
<b>Centre Line Bulkhead.</b>				<b>Third Deck.</b>			
Stiffeners and Spacing <i>10 x 3 1/2 x 48 6 x 3 1/2 x 46 at hatch ends</i>				Stringer Plate, breadth and thickness.....			
Plating, thickness of <i>6 10 x 3 1/2 x 48 at alternate frames, as per plan</i>				If Plated, state thickness.....			
				<b>Fourth Deck.</b>			
<b>STRINGERS AND DECKS.</b>				Stringer Plate, breadth and thickness.....			
<b>Uppermost Continuous Deck.</b>				If Plated, state thickness .....			
Stringer Plate, breadth and thickness in Wells		84	.61 ✓	<b>Poop Deck.</b>			
" " " " in way of Bridge ✓				Stringer Plate, breadth and thickness .....			
" Angle in Wells .....		6 6	.61 ✓	Plating, Sheathing, material and thickness ...			
Thickness of Plating abreast Deck openings } <i>as per plan</i>			.61 ✓	<b>Bridge Deck.</b>			
in way of Wells .....				Stringer Plate, breadth and thickness.....			
Thickness of Plating abreast Deck openings } ✓				Plating, Sheathing, material and thickness ..			
in way of Bridge .....				<b>Forecastle Deck.</b>			
Thickness of Plating within line of openings...		.38 16 .36	✓	Stringer Plate, breadth and thickness.....			
If Sheathed, material and thickness <i>(sheathed in way of accommodation only)</i>				Plating, Sheathing, material and thickness ...			
Plat. .44 x 2 1/2" w.w ✓							
<b>Second Deck.</b>							
Stringer Plate, breadth and thickness in Wells...		87	.43 ✓				

## SHELL PLATING.

[illegible]

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—		Extending to Upper Deck (Sec. 3 c)	Deck next below	As per Rule	STIFFENERS.				
					Plating Thickness.	VERTICAL.		HORIZONTAL.	
						Scantlings.	Spacing.	Scantlings.	Spacing.
<b>MIDSHIP BULKHEAD, Upper tween decks</b>									
		Frame No. 130	39	29	12 x 3 1/2 x .52	33			
		Second	82	94	39	32	10 x 3 1/2 x .58	26 1/2	
		Third	38	39	29	12 x 3 1/2 x .52	33		
		Holds	64	39	29	12 x 3 1/2 x .45	30		
<b>COLLISION</b>									
		(in Hold)	159	49	32	7 x 3 x .41	24		
<b>AFTER PEAK</b>									
			8	11	48	30	10 x 3 1/2 x .50	24	

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> .....				
<b>STERN FRAME</b>	{ Casting	 Rudder Post none	✓ St. Amel Union des Armeries	
<b>Speed of Vessel</b> .....	10 knots	15-16"		
<b>RUDDER—Type</b> .....	Balanced			
" A × D .....	✓			
" Diam. of head .....	8 1/2"	✓		
" Mainpiece at top pintle	{ as per plan ✓			
" " heel ...				
" how constructed	Cast steel frame with main keel & two arms in one piece			
" double or single plate coupling, vertical or horizontal .....	double & horizontal ✓ St. Amel Union des Armeries			

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Consolidated Steel Co. -*  
*The Steel Company of Scotland Ltd. - Dorman Long & Co. Ltd. - The Lanarkshire Steel Co. Ltd. -*  
*Colvilles Ltd. - Shrimmings & Co. Ltd. (OH)*  
 Has the Steel been tested as required by the Rules? *yes*







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.)

There is no sheer in 2<sup>nd</sup> deck except in way of accommodation aft.

The following plans are forwarded herewith:—

Midship Section — Profile & Decks — Proposed Arrangement of Deck Water Ballast Tank — Girders & Strong Beams — Stern & Purcell frames — Stern framing & after Peak stringers — Engine seating — Girders in Deck Tank — Midship Deckhouse — Masts — Armoured hatch side girders — Hatch stays — Modified sections to No. 6 Tank — Also one Report on castings, & one on forging.

(The Pumping Plan has been forwarded to the Surveyors at Sunderland.)  
(Also plan of "Detail of Cross Connection between oil fuel & ballast system".)

This Vessel has left (under tow) for Sunderland at which port the Engines & Donkey Boiler are to be installed.

This survey is completed with exception of the following:—

The Engine casings to be examined on completion.

The daily service oil tanks to be supplied & fitted.

The Donkey Boiler stools & chocks to be examined on completion.

The steering gear & windlars to be seen in working order.

The gauge wire guards at air pipes to oil tanks to be examined.

The W.T. door of shaft tunnel to be seen in working order.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	37.2.26. JER.	2338	28.5.37.
	2nd "	37.1.23. WH.	6703	14.5.37.
	3rd "	33.1.15. JER.	2473	13.8.37.

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 (C.S.S.)

No. and Material of Decks One deck steel, and Skutumpah steel.

Official No. ☒ ; Signal Letters ☒ Is bottom of vessel coated with cement ☒ N<sup>o</sup> 1, 5, 7, cement. ☒ if not give particulars of composition N<sup>o</sup> 2, 3, 4, 6 no coating, (oil fuel)

#### PARTICULARS OF WATER BALLAST.—

PARTICULARS OF WATER BALLAST.—				Length WB Oil fuel			
Where Fitted.		*Length.	Water Capacity.	Where Fitted.		*Length.	Water Capacity.
		Feet.	Tons.			Feet.	Tons.
Double bottom, aft, <i>under Boiler N<sup>o</sup> 5</i>		57.5	101	Fore peak tank,		23.15	147 ✓
Double bottom, under Engines and Boilers <i>N<sup>o</sup> 4</i>		65.0	108	After peak tank,		20.16	262 ✓
Double bottom, if under Engines only, <i>N<sup>o</sup> 3 forward</i>		12.5	57	Deep tank, <i>aft, armicorin</i>		30.0	1216 ✓
Double bottom, if under Boilers only, <i>N<sup>o</sup> 2 forward</i>		22.5	72	Deep tank, forward,			
Double bottom, forward, <i>N<sup>o</sup> 1 forward</i>		60.0	257	Other tanks, if fitted,			
<i>Cofferdam between N<sup>o</sup> 5 &amp; 6 = 2.5,</i>		64.75	258	(If necessary, furnish further information by sketch.)			
<i>Cofferdam between N<sup>o</sup> 4 &amp; 5 = 2.5,</i>		63.5	145				
Total capacity of double bottom		305	795				
The wells are not to be included in the lengths of the tanks (See Circular No. 1284).							
		350.75	1446.5W				

Order for Special Survey No. 1274

Date

18/1/37

Dates of Surveys held while building

1937:—  
June 15, 22, 29 — Aug 3, 16, 18, 23, 27 — Sept 3, 24, 30 —  
Octo 12, 21, 29 — Nov 5, 10, 19, 26, 30 — Dec 3, 7, 14, 20, 24, 28, 31 —  
1938:— Jan 6, 11, 12, 18, 25, 28, 31 — Feb 4, 9, 11, 15

Total No. of Visits

37