

STEEL STEAMER or MOTORSHIP.

Received at London Office JUL 14 1937

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

12. 7. 37

Port of

Glasgow

No.

58570

Survey held at

Glasgow

Date First Survey

15th Sep 1936

Last Survey

6th July

1937

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

Single Screw Motor Vessel "BOARDALE" (Machinery aft)

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

Full Scantling

State Type of Erections

Poop, Bridge, etc

TONNAGE under Tonnage Deck...

7454.44

CLASS +100A1

State if with freeboard as condition of Class

No

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)

L 463.0

Breadth (greatest moulded)

B 61.5

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

D 34.0

Total

Gross Tonnage

8334.22

Register Tonnage

4973.31

1st Longitudinal Number (L x D) = 15742

2nd Numeral L x (B + D) = 44216.5

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

13.62

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

Do. Long Bridge to top of keel

Draught Moulded

27'-3 3/8

Port of Registry London

If surveyed while building, afloat, in dry dock

Yes.

REGISTERED DIMENSIONS.

Length 467.85
Breadth 61.75
Depth 33.85

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.
See also Longitudinal Framing			Bracket Floors, Frame		
AMES, Spacing amidships	27" 0 30"		" " Reversed Frame		
" " from 1/2 length to Collision bulkhead	27		" " Vertical Struts		
" " in peaks	24		Centre Girder, depth and thickness amidships	64 x .54	
DE FRAMING.			" " top Angles	3 1/2 3 1/2 .48	
Frame Amidships, Angle, E or F	9 3 1/2 .40		" " bottom Angles	5 5 .54	
" " Extends up to	Upper Dk.		Side Girders, No. each side and thickness	20 .75	
Reversed Frame Amidships, Angle			Margin Plate, depth (excl. of flange) and thickness	.54	
" " Extends up to			" " Vertical Angle to Tank side	6 6 .46	
Depth of Framing Girder	9		" " Bracket abaft 1/2 len. from stem		
Frames in Uppermost Continuous 'tween Decks, Angle, E or F			" " Vertical Angle to Tank side		
" " Second 'tween Decks, Angle, E or F			" " Bracket forward 1/2 len. from stem		
" " Third " " "			" " Gussets, spacing and scantling abaft 1/2 len. from stem		
Framing in Peaks, Angle or F	8 3 1/2 .47		" " Gussets, spacing and scantling forward 1/2 len. from stem		
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	8'-7 x .46	
State if Frame Joggled	No.		INNER BOTTOM PLATING, Engine Room		
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	As per approved plan		Breadth and thickness of Middle Line Strake	1 1/8	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	As per approved plan		Thickness of remainder in Holds	.52 @ .54	
DOUBLE BOTTOM. For Deep Tanks			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	48 x .38		BEAMS.		
Height of Brackets at side above base line at toe of frame	7'-0"		Uppermost Continuous Deck, amidships	10 3 1/2 .40	
Middle Line Keelson, on Floors, Angles, E or F	14 1/2 - .40		" " in Wells, Angle, E or F	8 3 1/2 .35	
" " Through Plate or Intercostal Plate			" " in way of Bridge, Angle, E or F	8 3 .45	
" " Foundation Plate on Floors			" " Spacing	7 3 .35	
" " Flat Plate Keel Angles	4 4 .53		Second Deck, amidships, Angle, E or F	27 0 24	
Keelsons, No. each side	Two		" " Spacing	9 3 .44	
" " thickness of Intercostal Plate	6 6 .42		Third Deck, amidships, Angle, E or F	6 8 3 .35	
" " Angles	12 x .46		" " Spacing	30 0 24	
DOUBLE BOTTOM. Engine Room			Fourth Deck, amidships, Angle, E or F		
Solid Floors, thickness and spacing			" " Spacing	8 3 .35	
" " Are Frame and Reversed Frame joggled?	Yes		Poop Deck, Angle, E or F	8 3 .44	
Bracket Floors, breadth and thickness at middle line			" " Spacing	24 x .30	
" " breadth and thickness at margin plate			Bridge Deck, Angle, E or F	7 3 .42	
			" " Spacing	8 3 .39	
			Forecastle Deck, Angle, E or F	7 3 .39	
			" " Spacing	27 0 24	

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>700</i> Stringer Plate, breadth and thickness in way of Bridge.....	49	x	.36	37 x .36
" in 'tween Decks, Size and Spacing					Thickness of Plating abreast Deck openings in way of Wells .....			.40	
" " " " " "					Thickness of Plating abreast Deck openings in way of Bridge.....			.34	
" in Holds " " [C] 10 x .50 x .32 x .32 x .50 ✓					Thickness of Plating within line of openings...	.32	to	.40	✓
" " " " " " at each transverse in Centre Tank					If Sheathed, material and thickness			-	
Centre Line Bulkheads					Third Deck.				
Stiffeners and Spacing..... @ 30"	9	3	.40	✓	Stringer Plate, breadth and thickness.....			-	
Plating, thickness of .....	.51	0	.40	✓	If Plated, state thickness.....			-	
STRINGERS AND DECKS.					Fourth Deck.				
Uppermost Continuous Deck.					Stringer Plate, breadth and thickness.....				
Stringer Plate, breadth and thickness in Wells 84 x .82 72 x .72					If Plated, state thickness				
" " " " in way of Bridge 84 x .86					Poop Deck.				
" " " " Poop Trans 7 7 .72					Stringer Plate, breadth and thickness	56 to 38	x	.38	✓
Angle in Wells	7	7	.72	✓	Plating/Sheathing, material and thickness .....	.30 - .26	to	2 1/2" Oak	✓
Thickness of Plating abreast Deck openings in way of Wells .....	.76	0	.72	✓	Bridge Deck.				
Thickness of Plating abreast Deck openings in way of Bridge				✓	Stringer Plate, breadth and thickness.....	69	x	.40	✓
Thickness of Plating within line of openings...	.58			✓	Plating, Sheathing, material and thickness .....	.30	to	2 1/2" Oak	✓
If Sheathed, material and thickness				✓	Forecastle Deck.				
Second Deck. <i>Off</i>					Stringer Plate, breadth and thickness.....	42	x	.38	36 - 38
Stringer Plate, breadth and thickness in Wells... 60 x .40 ✓					Plating, Sheathing, material and thickness .....	.30	to	2 1/2" Oak	✓

SHELL PLATING.

SCANTLINGS.						RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? <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	<i>53</i>	<i>.99</i>	<i>.77</i>	<i>.77</i>		<i>Double</i>	<i>1</i>	<i>4</i>	<i>Five</i>	<i>1 1/8</i>	<i>5</i>	<i>Lapped</i>
„ DBLG. (if any)												
BOTTOM PLATING, No. of Strakes <i>Two</i>	<i>3e</i>	<i>.65</i>	<i>.54</i>	<i>.51</i>	<i>.65 - .51</i>	<i>Double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Four</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Lapped</i>
BILGE PLATING, No. of Strakes <i>One</i>		<i>.65</i>	<i>.53</i>	<i>.54</i>	<i>.65 - .51</i>							
SIDE PLATING, No. of Strakes <i>Three</i>		<i>.63</i>	<i>.53</i>	<i>.48</i>	<i>.63 - .48</i>							
UPPER DECK, Sheer-strake in Wells	<i>69 1/2</i>	<i>1.06</i>	<i>.57</i>	<i>.57</i>	<i>65 x .96 - .48</i>		<i>1 1/8</i>	<i>4 1/2</i>	<i>Five to Six or half</i>	<i>1 1/8</i>	<i>5</i>	
UPPER DECK, Sheer-strake in Bridge ...		<i>1.20</i>							<i>Six or half</i>			
STRAKE BELOW Sheer-strake in Wells	<i>75</i>	<i>.80</i>	<i>.53</i>	<i>.48</i>	<i>74 x .80 - .48</i>		<i>1</i>	<i>4</i>	<i>Four</i>	<i>1</i>	<i>4</i>	
STRAKE BELOW Sheer-strake in Bridge ...												
POOP SIDE PLATING				<i>.50 - .40</i>		<i>Single</i>	<i>3/4</i>	<i>3</i>	<i>Two</i>	<i>3/4</i>	<i>2 5/8</i>	<i>Lapped</i>
BRIDGE SIDE PLATING ...		<i>.44</i>				<i>Single</i>	<i>3/4</i>	<i>3</i>	<i>One</i>			
FOREC'TLE SIDE PLATING			<i>.44</i>				<i>3/4</i>	<i>3</i>				

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—		Seventeen	
Extending to Upper Deck (Sec. 3 c)		Seventeen	
" Deck next below		" "	
As per Rule Approval		Seventeen	

Plating Thickness.	STIFFENERS.			
	VERTICAL.		HORIZONTAL.	
	Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks				
" " Second "				
" " Third "				
" " Holds	51'-40	9 x 3 1/2 x 40	30'-30 1/2	3 Stringers
COLLISION " (in Hold)	53'-30	10 x 3 1/2 x 58	24'	3 Stringers Flat
AFTER PEAK " "	51'-40	8 x 3 1/2 x 50	24'	Main Deck Flat

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		✓		
STEM	M.S.	10 1/2 x 2 3/4 ✓		
STERN FRAME {	Propeller Post	F.I.S.	As approved	
	Rudder "	F.I.S.	11 x 8 3/4 built by Forge Rotterdam	
Speed of Vessel		11 1/2 Knots ✓		
RUDDER—Type		Certy Patent		
" A x D		As approved		
" Diam. of head	F.I.S.	1 1/2 x 3/16	built by Forge Rotterdam	
" Mainpiece at top pintle				
" " heel ...				
" how constructed		Plate & angle r.a.s approved		
" double or single plate		Donkey -60 ✓		
" coupling, vertical or				
" horizontal		Horizontal ✓		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Open Hearth Process*

Colvilles & Co., The Steel Company of Scotland & The Lanarkshire Steel Co. & Co.

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

Rpt. 1*.

M/Y BOARDALE GLASGOW REPORT No 58570 PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.				
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads.	
														Diam.	Speng.		Number.	Diameter.
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Inches.		Inches.	
Framing of L, L or C																		
Frames in Bridge 'tween Decks ...																		
Frames from Uppermost Continuous Deck Keel No. 1		17x.48x4x4x.68			17x.48x4x4x.68			17x.48x4x4x.68			17x.48x4x4x.68			7/8	5 1/4	3' apart for 10	20x18 in 24' 2 1/2 T 16x14 7/8	
" 2		"	"	"	"	"	"	"	"	"	"	"	"	"	"	Rivets in 40'-0"	"	
" 3		"	"	"	"	"	"	"	"	"	"	"	"	"	"	24' apart	"	
" 4		"	"	"	"	"	"	"	"	"	"	"	"	"	"	for 12 rivets in	"	
" 5		"	"	"	"	"	"	"	"	"	"	"	"	"	"	24'-2" apart	"	
Wing Bulkhead, 6																	20x18 in 24' 2 1/2 T 16x14 7/8	
" 7		17x.48x4x4x.68			17x.48x4x4x.68			17x.48x4x4x.68			17x.48x4x4x.68			7/8	5 1/4	"	"	
" 8		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
" 9																		
" 10																		
" 11																		
" 12																		
" 13																		
" 14																		
" 15																		
" 16		30 1/2 in long Tanks			30 1/2 in long Tanks			30 1/2 in long Tanks			30 1/2 in long Tanks							
acing of Longitudinal Frames		Amidships			At Ends			Amidships			At Ends							
Tank Top Longitudinals																		
Bottom																		
acing of Longitudinals		Amidships			At Ends...													
Transverses.																		
In Bridge 'tween Decks		Depth and Thickness																
		Face Angles																
		Lugs to Shell*																
In Hold		Depth and Thickness																
Upper 'tween Decks.		Face Angles L																
Wing Tanks		Lugs to Shell* log 1/2 in Brackets																
Centre		Depth and Thickness																
In Hold.		Face Angles																
		Lugs to Shell* log 1/2 in																
		" " Back Bars ...																
		Brackets																
Spacing of Transverse Frames		10'-0" 12'-1"			10'-0" 12'-1"			10'-0" 12'-1"			10'-0" 12'-1"							
Longitudinal Beams of		Bridge Deck ...																
Upper		8x3 1/2x.42-.50			8x3 1/2x.42-.50			8x3 1/2x.42-.50			8x3 1/2x.42-.50			29 5 3/4		28x30x.42 6x3 1/2x.42 5x30x.42 6x3 1/2x.42		
Second		8x3 1/2x.43-.51			8x3 1/2x.43-.51			8x3 1/2x.43-.51			8x3 1/2x.43-.51			30 1/2				
Third																		

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.

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.)

List of Plans.

Hudship Section as built (forwarded in advance)

Hudship Section

Scantlings in way of oil tanks

Transverse bulkheads

Oil fuel bunkers & aft Cofferdam bulkheads

Bridge end bulkheads & partitions under bridge

Longitudinal bulkheads in oil fuel bunkers

Stringers in oil fuel bunkers

Aft end framing

Engine seating & tank top

Framing in Nos 1, 2, 8 & 9 tanks

Fore end shell plating

Bridge deck plating

Engine & Boiler Casings

Stemframe

Stemframe & Outrig. Rudder

Fore peak bulkhead

Scantlings in way of machinery space

Modified position of channel pillars in motor room

Steel tubular mast

Stem offset

Preliminary plan of Aft. Rudder

Spare Tiller

Tiller

Stemframe

Fore end arrangement

Emergency Steering Gear

Casting & Towing Certificate for Stemframe, Rudder & Tiller (2)

Pumping arrangement

Sister Vessel to British Power Co. No 57800
and British Destroy No 57899.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. Carrying Petroleum in Bulk.
Longitudinal framing at bottom and at deck, Cruise Stern, Direction finder, Echo sounding device
Machinery aft, Lloyd's A.C.P.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	2nd "	3rd "
	60 - 2 - 14 W.H. No 6176 31/12/36	56 - 1 - 14 W.H. No 6024 27/11/36	45 - 1 - 14 W.H. No 6139 24/12/36

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 105.4 ft., R.Q.D. ft., Bridge 42.5 ft., Forecastle 45.25 ft.
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

No. and Material of Decks 1st Dk 2nd Dk clear of Cargo tanks

Official No. 165489. Signal Letters
particulars of composition A.C.M. P. A.C.P.

Is bottom of vessel coated with cement
Return in Dec & Peak tanks
Cement filled at seams in tanks if not give

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		224
Double bottom, under Engines and Boilers,			After peak tank,		200
Double bottom, if under Engines only,	75	175	Deep tank, aft, Cofferdam	3.5	188
Double bottom, if under Boilers only,			Deep tank, forward,	33.75	434
Double bottom, forward,			Other tanks, if fitted, 3 rd Cofferdam	3.5	187
Total length of Double bottom including 1 Cofferdam @ 2'6" = 77'6"		Total capacity of double bottom 175	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks (See Circular No. 1284).

Order for Special Survey No. 6312

Date 21.9.36

Dates of Surveys held while building

1936 Sep. 15. 24. 29 Oct. 1. 6. 12. 14. 28. 29 Nov. 5. 9. 10. 16. 23. 26. 27 Dec
3. 8. 9. 11. 14. 16. 20 (1937) Jan. 6. 7. 12. 13. 15. 22. 28 Feb. 1. 2. 3. 15. 22 Mar
1. 2. 9. 10. 15. 18. 19. 23. 24. 26. 30 Apr. 1. 2. 5. 6. 7. 8. 9. 12. 13. 14. 15. 20. 21. 22
May. 4. 10 June. 10. 25 July. 1. 6

Total No. of Visits 66