

## STEEL STEAMER or MOTORSHIP.

Received at London Office

Oct 26 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 **YES.**Date of completion of report **21<sup>st</sup> OCTOBER 1938.**Port of **GREENOCK**No. **20643.**Survey held at **PORT GLASGOW**Date First Survey **25<sup>th</sup> OCTOBER 1934.**Last Survey **19<sup>th</sup> OCTOBER 1938.**On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) **M.V. "DOSINIA" SINGLE SCREW. MACHINERY AFT.**State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) **FULL SCANTLING.**State Type of Erections **POOP BRIDGE & FLY**TONNAGE under Tonnage Deck... **7234.92**CLASS **100 A.1.**State if with freeboard **NO**Built at **PORT GLASGOW**Do. of space or spaces between Tonnage Dk. and Upper Dk. **✓**CARRYING PETROLEUM IN BULK as condition of Class **NO**  
LONGITUDINAL FRAMING AT BOTTOM & AT DECK.  
Length from fore part of stem to after part of stern most on summer L.W.L. See Sec. 3 (1a) **L 460.0**Launched **16<sup>th</sup> AUGUST 1938.** Yard No. **910**Total **✓**Breadth (greatest moulded) **B 59.0**Builders **LITHGOWS LIMITED**Gross Tonnage **8053.30**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**Owners **ANGLO-SAXON PETROLEUM CO LTD**Register Tonnage **4767.97**1st Longitudinal Number (L x D) **= 15640**Managers **✓**

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

REGISTERED DIMENSIONS.  
FEET.Length **465.0**Framing Depth "d," at middle of length. See Sec. 3 (1d) **✓****ST. HELENS COURT**Residence **LEADENHALL ST. LONDON E.C.**Breadth **59.25**Proportions—Depth to Length—Uppermost continuous deck to top of keel **13.52**Port of Registry **LONDON**Depth **33.85**Draught Moulded **27' 4 1/2"**

If surveyed while building, afloat, or in dry dock

**BUILDING AFLOAT & IN DRYDOCK. ✓**

## 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> <b>FOR COFFERDAM</b>	<b>3 1/2</b>	<b>✓</b>	<b>Bracket Floors, Frame</b>	<b>✓</b>	
" " from 1/4 length amidships to Collision bulkhead	<b>27</b>	<b>✓</b>	" " Reversed Frame	<b>✓</b>	
" " in ENGINE ROOM	<b>30 3/4</b>	<b>✓</b>	" " Vertical Struts	<b>✓</b>	
" " in peaks	<b>24</b>	<b>✓</b>	<b>Centre Girder, depth and thickness amidships</b>	<b>60 x .57</b>	<b>✓</b>
<b>SIDE FRAMING.</b>			" " top Angles	<b>4 3 1/2 .50</b>	<b>✓</b>
Frame Amidships, Angle, E or C <b>N.B.S. 10 3 1/2 .44</b>	<b>✓</b>		" " bottom Angles	<b>4 4 .59</b>	<b>✓</b>
" " Extends up to <b>WITH 2 SIDE STRINGERS IN DEPTH</b>	<b>✓</b>		<b>Side Girders, No. each side and thickness</b>	<b>1 @ 42</b>	<b>✓</b>
" " <b>TOP STRINGER 26 x 42 FACE BAR 3 1/2 x 3 1/2 .44</b>	<b>✓</b>		" " <b>1 @ 50 1/2 HEIGHT</b>	<b>✓</b>	
<b>Reversed Frame Amidships, Angle</b>	<b>30 x 44 " " 3 1/2 x 3 1/2 .44</b>	<b>✓</b>	" " <b>1 @ 60 TOP BAR CONTINUOUS</b>	<b>✓</b>	
" " Extends up to			<b>Margin Plate depth (excl. of flange) and thickness</b>	<b>(MIN) 24 x .54</b>	<b>✓</b>
<b>SIDE FRAMING IN ENGINE SPACE B.A. N.B.S.</b>	<b>10 x 3 1/2 .44 TO 2<sup>ND</sup> DK. ✓</b>		" " Vertical Angle to Tank side	<b>6 6 .46</b>	<b>✓</b>
<b>Depth of Framing Girder</b>	<b>B.A. TWEEN DK FRAMES</b>	<b>✓</b>	" " Bracket abaft 1/4 len. from stem	<b>DOUBLE AT WEB FRAMES. ✓</b>	
<b>Frames in Uppermost Continuous tween Decks, Angle, E or C</b>	<b>8 x 3 1/2 .44 .39 AT EVERY FRAME</b>	<b>✓</b>	" " Vertical Angle to Tank side	<b>✓</b>	
" " <b>Second tween Decks, Angle, E or C</b>	<b>CARRIED TO POOP DK ON ALT. FRAMES</b>	<b>✓</b>	" " Bracket from forward 1/4 len. from stem to Panting Area	<b>✓</b>	
" " <b>Third</b>	<b>INTERMEDIATE FRAMES 5 x 3 1/2 x 38 B.A. ✓</b>		" " Gussets, spacing and scantling abaft 1/4 len. from stem	<b>✓</b>	
" " <b>IN FORWARD CARGO HOLD B.A.</b>	<b>9 x 3 1/2 .40 TO 1/4 LEN. DK. ✓</b>		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	<b>✓</b>	
" " <b>from 1/4 len. forward to 1/4 len. from Stem</b>	<b>8 3 1/2 .47</b>	<b>✓</b>	<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	<b>96 x .46</b>	<b>✓</b>
<b>WEB FRAMES &amp; STRINGERS IN ENGINE SPACE &amp; FORWARD CARGO SPACE AS APPROVED.</b>	<b>8 3 1/2 .47</b>	<b>✓</b>	<b>INNER BOTTOM PLATING.</b>		
" " in Peaks, Angle or C	<b>7/8 SPACED 4/8</b>	<b>✓</b>	<b>Breadth and thickness of Middle Line Strake</b>	<b>1 1/2 PLATING UNDER ENGINE SEAT.</b>	<b>✓</b>
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amidships</b>	<b>7/8 SPACED 4/8</b>	<b>✓</b>	<b>Thickness of remainder in Holds</b>	<b>REMAINDER</b>	<b>✓</b>
<b>State if Frame Joggled</b>	<b>YES. EXCEPT AT ENDS. ✓</b>		<b>Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. &amp; B. space and framing in Bankers and Boiler Room?</b>	<b>✓</b>	
<b>Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?</b>	<b>YES. ✓</b>		<b>BEAMS.</b>		
<b>Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?</b>	<b>YES. ✓</b>		<b>Uppermost Continuous Deck amidships in Way of Deck, Angle, E or C</b>	<b>AS PER PAGE 4. ✓</b>	
<b>SINGLE BOTTOM.</b>			" " in way of Bridge, Angle, E or C	<b>9 3 1/2 .38</b>	<b>✓</b>
<b>Floors, Depth and thickness at mid-line in Holds</b>			" " <b>POOP</b>	<b>8 3 .44</b>	<b>✓</b>
<b>Height of Brackets at side above base line at toe of frame</b>			" " <b>IN WAY OF CARGO HOLD</b>	<b>EVERY FRAME</b>	<b>✓</b>
<b>Middle Line Keelson, on Floors, Angles, E or C</b>	<b>LONGITUDINAL FRAMING. ON BOTTOM IN WAY OF CARGO TANKS</b>	<b>✓</b>	<b>Second Deck, amidships, Angle, E or C</b>	<b>9 3 .37</b>	<b>✓</b>
" " Through Plate or Intercostal Plate	<b>SEE PAGE 4</b>	<b>✓</b>	" " Spacing	<b>EVERY FRAME</b>	<b>✓</b>
" " Foundation Plate on Floors			<b>SECOND IN WAY OF CARGO HOLD</b>	<b>9 3 .42</b>	<b>✓</b>
" " Flat Plate Keel Angles			<b>Third Deck, amidships, Angle, E or C</b>	<b>8 3 1/2 .40</b>	<b>✓</b>
<b>Side Keelsons, No. each side</b>			" " Spacing	<b>EVERY FRAME</b>	<b>✓</b>
" " thickness of Intercostal Plate			<b>Fourth Deck, amidships, Angle, E or C</b>	<b>✓</b>	
" " Angles			" " Spacing	<b>✓</b>	
<b>DOUBLE BOTTOM. IN ENGINE SPACE ONLY.</b>			<b>Poop Deck, Angle, E or C</b>	<b>9 3 .37</b>	<b>✓</b>
<b>Solid Floors, thickness and spacing</b>	<b>50 x .42 ON EVERY FRAME</b>	<b>✓</b>	" " Spacing	<b>EVERY FRAME</b>	<b>✓</b>
" " Are Frame and Reversed Frame joggled?	<b>YES. ✓</b>		<b>Bridge Deck, Angle, E or C</b>	<b>7 3 .41</b>	<b>✓</b>
<b>Bracket Floors, breadth and thickness at middle line</b>	<b>✓</b>		" " Spacing	<b>EVERY FRAME</b>	<b>✓</b>
" " breadth and thickness at margin plate	<b>✓</b>		<b>Forecastle Deck, Angle, E or C</b>	<b>10 3 1/2 .40</b>	<b>✓</b>
			" " Spacing	<b>9 3 .42</b>	<b>✓</b>
				<b>EVERY FRAME</b>	<b>✓</b>







Rpt. 1\*.

M.V. "DOSINJA" LITHGOWS LTD No 910.  
PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.										
	In Ship.			In Ship.				Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads.							
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam. Ins.	Speng. Ins.		Number.	Diameter. Inches.						
Framing of <b>L, L &amp; C</b> .....																		
Frames in Bridge 'tween Decks ...	TRANSVERSE FRAMING IN POOP, BRIDGE & FORECASTLE.																	
<b>CENTRE GIRDER</b> Frames from Uppermost Continuous Deck to BILGE No. 1	17"	4"	4"	52/68	17"	4"	4"	52/68	7/8	5 1/4	3 1/16 FOR 11 RIVETS	T.B. & B.H.D. HORIZONTAL GUSSETS						
" 2	- DO -				- DO -				7/8	5 1/4	- DO -	20 - 7/8" to T.B. 18 - 7/8" to L.O.N.						
" 3	- DO -				- DO -				7/8	5 1/4	- DO -	- DO -						
" 4	OIL TIGHT LONGITUDINAL BULKHEAD.																	
" 5	17"	4"	4"	52/68	TRANSVERSE FRAMING			7/8	5 1/4	- DO -	- DO -							
" 6	- DO -				AT ENDS IN WING TANKS.			7/8	5 1/4	- DO -	- DO -							
" 7	- DO -								7/8	5 1/4	- DO -	- DO -						
" 8	- DO -								7/8	5 1/4	- DO -	- DO -						
" 9																		
<b>CENTRE GIRDER.</b> " 10																		
<b>PLATE</b> " 11	40"		42"		40"		42"											
<b>TOP ANGLES</b> " 12	3 1/2	3 1/2	44		3 1/2	3 1/2	44											
<b>BOTTOM ANGLES</b> " 13	4	4	50		4	4	50											
" 14																		
" 15																		
" 16																		
Spacing of Longitudinal Frames	Amidships			CENTRE TANKS 33", WING TANKS 30"														
	At Ends			THROUGHOUT AS APPROVED.														
Double Bottoms <b>L, L or C</b>	Tank Top Longitudinals			DOUBLE BOTTOM IN ENGINE SPACE ONLY														
	Bottom			TRANSVERSE FRAMING FITTED AS PER														
				PAGE 1.														
Spacing of Longitudinals	Amidships																	
	At Ends																	
Transverses.													Rivets in Lugs to Shell Diam. Speng.					
Side (in 'tween Decks)	Depth and Thickness																	
	Face Angles																	
	Lugs to Shell*																	
Side (in Hold)	Depth and Thickness			2 STRUTS CONSISTING OF 15" x 4" x 4" 50/62 CHANNEL WITH 30" x 42 PLATE THUS														
	Face Angles			FITTED IN SIDE TANKS IN WAY OF TRANSVERSES.														
	Lugs to Shell*																	
Bottom	Depth and Thickness			CENTRE 40" x 44														
	Face Angles			WINGS 37" x 44														
	Lugs to Shell			CENTRE 6" x 4" x 60 DBL. WINGS 6" x 4" x 60 SINGLE														
	Back Bars			6 6 44 6 6 44														
	Brackets			3 1/2 x 3 1/2 x 44 BACK BAR AT END OF C <sup>R</sup> TRANSVERSE														
Spacing of Transverse Frames													Plate.		Face Angles.		Any Departure from Approved Plans to be Noted.	
* State if joggled or liners.																		
Longitudinal Beams of <b>L, L &amp; C</b>	Bridge Deck			TRANSVERSE FRAMING IN POOP, BRIDGE & F/CLE.			Spacing.											
	Upper			CENTRE WINGS 9 x 3 1/2 x 43 B.A. 9 3 1/2 43			33" x 30"											
	Second DECK			CENTRE PLATE 60 x 44 60 x 44														
	GIRDER			FACE BAR 6 x 3 1/2 x 50 O.A. 6 x 3 1/2 x 50 O.A.														
				DECK BAR 3 1/2 x 3 1/2 x 40 DBL. 3 1/2 x 3 1/2 x 40 DBL														

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.



## CHAIN CABLES.

RETAIN

Steering Chains (Size and Test) *NONE. STEERING GEAR AFT.* ✓ Windlass *STEAM BY EMERSON, WALKER* Boats *4 LIFEBOATS & 1 DINGHY*

Cargo Hatchways. — <sup>F/CLE</sup> (Upper Deck) STEEL CORNING 30" HIGH, STIFFENED ✓ Thickness of Hatches HINGED STEEL COVERS - 50" STIFFENED. ✓

Size of Hatchway <sup>F/CLE</sup> ~~No. 1~~ (Fwd.) STEEL No. 2 ✓ No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 ✓

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

Builder's Signature R. Campbell OF LITBROS LIMIT

OILTIGHT HATCHES TO CARGO TANKS, 27 IN NUMBER, COAMING 30"x.40", COVERS .50" STIFFENED. ✓

**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* OIL TANKER. *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 vessel has been built in accordance with the approved plans and in general conformity with the society's rules for the class contemplated. The workmanship and materials are of good quality. ✓

All the double bottom tanks, fore and aft peak tanks, cargo oil tanks, oil fuel bunker, oil fuel deep tank forward, cofferdams, lubricating oil tanks and fresh water tanks in the tween decks, have been tested as required by the rules and found satisfactory. Oil fuel, F.P. above 150°F, is carried in the forward D.B. tank in the engine space and in oil fuel bunker and in forward deep tank. The requirements of Sec. 20 of the rules have been fully complied with. ✓

The weather decks, chain locker, collision bulkhead above peak flat were hose tested and found satisfactory. The freeboard has been verified and the marks cut in on the vessel's sides. Interim certificate issued, copy attached. ✓

The amount of Entry Fee ..... £ 11 : 0 : 0 } Fees applied for,

(Special notations, where part of class, to be stated.)

Special Survey Fee.... £601 : 19 : 9

Received by me,

FREEBOARD 19 0 0

~~Travelling Expenses, if any £~~

State whether the Vessel has been built under Special Survey.....YES

I am of opinion the Vessel should be Classed **100 A.1**  
**CARRYING PETROLEUM IN BULK.**  
**LONGITUDINAL FRAMING AT BOTTOM & AT DECK**

LONGITUDINAL FRAMING AT BOTTOM & AT DECK

Signature J. A. Jameson & Bennett  
Surveyor to Lloyd's Register of Shipping

Certificate to be sent to GREENOCK OFFICE, Date of issue 25/10/38

Committee's Minute GLASGOW 25 OCT 1938

Character assigned <sup>+ 100 A<sub>1</sub></sup>  
Lloyds ASCD Carrying Petroleum in bulk  
Longitudinal Framing at Bottom & at Deck.  
+ SMC 10,38 oil. hvy.,  
S.S. 180 lb.



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.)

THIS VESSEL IS A SISTER VESSEL TO M.V. "DAVILA" & "DORCASIA" GREENOCK FIRST ENTRY REPORT NOS 20579 AND 20610.

PARTICULARS OF ELECTRIC WELDING (if employed) *SIMPLEX RUDDER, HEADS & HEELS OF ALL SOLID PILLARS, CORNER BARS OF ALL BULKHEADS & TANK ENDS, TRIPPING BRACKETS TO STRUTS IN WING TANKS, W.T. HATS FOR SUCTION, MANHOLES TO DOUBLE BOTTOM IN ENGINE ROOM, ENDS OF TEE BARS ON LONGITUDINAL BULKHEAD AS SHEWN OF MIDSHIP SECTION & ENDS OF TEE BARS OF TRANSVERSE BULKHEADS AS SHEWN ON BULKHEAD PLAN.*

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book *CRUISER STERN; OIL ENGINE; E.S.D; D.F; MACHY AFT; CARRYING PETROLEUM IN BULK; LONGITUDINAL FRAMING AT BOTTOM AND AT DECK.*

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

1st Bower	<i>48-0-0</i> ✓, J.F.R.; 2829; 8-10-37
2nd "	<i>49-1-7</i> ✓, J.F.R.; 2835; 8-10-37
3rd "	<i>48-0-21</i> ✓, J.F.R.; 2833; 8-10-37

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *90.1* ft., R.Q.D. ✓ ft., Bridge *42.1* ft., Forecastle *68.5* ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated ✓  
Official No. *166589* Signal Letters Extreme Breadth over Belting (Circ. 1611) Over-all Length *484.0* ✓ (Circ. 1703)  
No. and Material of Decks *1 DK, 2<sup>ND</sup> DK CLEAR OF CARGO TANKS*  
Parts of Bottom of Vessel coated with cement or approved composition *CEMENT IN PEAKS ONLY.* ✓  
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,			Fore peak tank,		<i>143</i> ✓
Double bottom, under Engines and Boilers,			After peak tank,		<i>94</i> ✓
Double bottom, if under Engines only,	<i>69.2</i>	<i>162</i> ✓	Deep tank, aft,	<i>24.73</i>	<i>281</i> ✓
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
Total length (if continuous) and Capacity			(If necessary, furnish further information by sketch.)		

Order for Special Survey No. *3419*

Date *22<sup>ND</sup> JUNE 1937*

Dates of Surveys held while building

(1934) Oct. 25. Nov. 1. 10. 11. 16. 18. 22. 25. Dec. 3. 6. 8. 10. 16. 23. 24. 27. 28. 29. 30. (1935) JAN. 10. 12. 13. 14. 18. 19. 21. 26. 31. FEB. 1. 4. 8. 10. 16. 21. 24. 25. 28. MAR. 1. 2. 4. 8. 10. 11. 14. 15. 16. 18. 21. 22. 25. 28. 29. 30. APR. 5. 6. 9. 8. 11. 13. 18. 19. 20. 22. 24. 29. MAY 3. 4. 5. 6. 10. 11. 12. 13. 18. 20. 23. 25. 26. 27. 28. 30. 31. JUNE 1. 2. 3. 6. 7. 8. 9. 10. 11. 13. 14. 15. 16. 17. 20. 21. 22. 23. 24. 25. 27. 28. JULY 12. 13. 14. 15. 18. 21. 22. 25. 26. 27. 28. 29. AUG. 1. 2. 4. 8. 10. 12. 15. 16. 23. 26. 31. SEPT. 6. 12. 21. 22. 26. 30. OCT. 3. 4. 5. 13. 15. 19.

Total No. of Visits *139*