

STEEL STEAMER ~~OF MOTORSHIP.~~

25 SEP 1929

Received at London Office

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 20<sup>th</sup> September 1929. Port of Grunnack No. 19094Survey held at Grunnack Date First Survey 5<sup>th</sup> April 1929 Last Survey 18<sup>th</sup> September, 1929On the Sing. S. Oil Tanker "ASPERITY" Mchy. aft.State Type Full Scantling State Type of Erections R.P.D. & Sits.TONNAGE under Tonnage Deck... 537.71 CLASS \*100A1 State if with freeboard as condition of Class NO Built at GrunnackDo. of space or spaces between Tonnage Dk. and Upper Dk. 1 Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 186.75 Launched 19<sup>th</sup> Aug. 1929 Yard No. 170Total 537.71 Breadth (greatest moulded) B 28 Builders George Brown & Co.Gross Tonnage 698.61 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 13.16 Owners Ed. T. Edwards & Sons Ltd.Register Tonnage 305.28 1st Longitudinal Number (L x D) = 2458 Managers (Where necessary to be entered in Reg. Book)REGISTERED DIMENSIONS. FEET. 2nd Numeral L x (B + D) = 7687 Residence LondonLength 187.4 Framing Depth "d" at middle of length. See Sec. 3 (1d) 11.83 Port of Registry LondonBreadth 28.2 Proportions—Depth to Length—Uppermost continuous deck to top of keel 14.19 If surveyed while building, afloat, or in dry dockDepth 13.4 Draught Moulded 12.05 Building & Afloat.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	21 1/2	✓	Bracket Floors, Frame	FLOORS IN OIL TANKS.	
" " from 3/4 length to Collision bulkhead	18	✓	" " Reversed Frame	21	3/16 LINER TANK.
" " in peak	21 1/2	✓	" " Vertical Struts	6	1/4 "60 REV. ANGLE.
" " " FOR "	15	✓ 18	Centre Girder, depth and thickness amidships	SIDE KEELSON IN OIL TANKS.	
SIDE FRAMING.			" " top Angles	4.00. 15 x 6.59 LBS. 1. EACH SIDE.	
Frame Amidships, Angle, E or F	6	3 3/16	" " bottom Angles	SIDE STRINGER IN OIL TANKS.	
" " AT RAISED DECK	5	3 3/16	Side Girders, No. each side and thickness	9. 3/16 x 1/2 x 56	1. EACH SIDE.
" " Extends up to	DECK		Margin Plate depth (excl. of flange) and thickness	WEB FRAME IN OIL TANKS.	
Reversed Frame Amidships, Angle	CLARK. 3	3 3/30	" " Vertical Angle to Tank side	15	3/16 1. IN EACH TANK.
" " Extends up to	ACROSS FLOOR TOP ONLY.		" " Bracket abaft 1/2 len. from stem	6	3/16 "42 PAGE ANGLE.
Depth of Framing Girder		✓	" " Vertical Angle to Tank side		
Frames in Uppermost Continuous Tween Decks, Angle, E or F	5	3 3/16	" " Bracket forward 1/2 len. from stem		
" " Second Tween Decks, Angle, E or F		✓	" " Gussets, spacing and scantling abaft 1/2 len. from stem		✓
" " Third		✓	" " Gussets, spacing and scantling forward 1/2 len. from stem		✓
Framing in Peaks, Angle, E or F	5	3 3/32 4 x 3 x 38	Tank Side Brackets, height above base line at toe of Frame and thickness		✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/16 6 DIA.		INNER BOTTOM PLATING.		
State if Frame Joggled	NO		Breadth and thickness of Middle Line Strake		✓
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	2. SIDE STRINGERS	✓	Thickness of remainder in Holds		✓
STRENGTHENING OF BOTTOM FORWARD. State Particulars	AS PER APPROVED PLAN.		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Pankers and Boiler Room?	YES.	
SINGLE BOTTOM. CLEAR OF OIL TANKS	DOUBLE TANKS.	✓	BEAMS.		
Floors, Depth and thickness at mid-line in Holds	ADDITIONAL KEELSONS	✓	Uppermost Continuous Deck, amidships	4 1/2	3 3/30
Height of Brackets at side above base line at toe of frame	OR SHELL PLATING INCR.	✓	" " in Wells, Angle, E or F	4 1/2	3 3/30
Middle Line Keelson, on Floors, Angles	AS APPROVED FOR 2 <sup>nd</sup> OF EL.	✓	" " in way of Bridge, Angle, E or F		
" " Through Plate		✓	" " Spacing	EVERY FRAME	✓
" " Intercoastal Plate		✓	Second Deck, amidships, Angle, E or F	5	3 3/32
" " Foundation Plate on Floors		✓	" " Spacing	EVERY FRAME	✓
" " Flat Plate Keel Angles		✓	Third Deck, amidships, Angle, E or F		✓
Side Keelsons, No. each side		✓	" " Spacing		✓
" " thickness of Intercoastal Plate		✓	Fourth Deck, amidships, Angle, E or F		✓
" " Angle (SINGLE)		✓	" " Spacing		✓
DOUBLE BOTTOM.			Peop Deck, Angle, E or F		✓
Solid Floors, thickness and spacing		✓	" " Spacing		✓
" " Are Frame and Reversed Frame joggled?		✓	Bridge Deck, Angle, E or F		✓
Bracket Floors, breadth and thickness at middle line		✓	" " Spacing		✓
" " breadth and thickness at margin plate		✓	Forecastle Deck, Angle, E or F	6	3 3/40
			" " 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.	
<b>PILLARS</b> , No. of Rows.....	ONE					Stringer Plate, breadth and thickness in way of Bridge	3	3	38	✓	
" in <del>between Decks</del> , Size and Spacing.....	FILE	22" dia.	@ 36"	✓		Thickness of Plating abreast Deck opening in way of Wells.....			28	✓	
"						Thickness of Plating abreast Deck openings in way of Bridge.....		✓			
" in Hold	" "	24" dia.	@ 36"	✓		Thickness of Plating within line of openings...			26	✓	
<b>Centre Line Bulkhead</b> , IN OIL TANKS. OIL TIGHT.						<b>Third Deck.</b>					
Stiffeners and Spacing.....	VERT. BRIGGS	5 1/2	3	32	EVERY FOOT.	Stringer Plate, breadth and thickness.....		✓			
Plating, thickness of .....				30	1 HORIZ. STIFF. AT APPROVED.	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 Well		18	14			If Plated, state thickness .....		✓			
" in way of Bridge				✓		<b>Poop Deck.</b>					
" Angle in Wells .....		5	8	50		Stringer Plate, breadth and thickness .....		✓			
Thickness of Plating abreast Deck openings in way of Wells .....				33	32 x 30	Plating, Sheathing, material and thickness ...		✓			
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.....		✓			
If Sheathed, material and thickness .....				✓		Plating, Sheathing, material and thickness ...		✓			
<b>R.P. Second Deck.</b>				✓		<b>Forecastle Deck.</b>					
Stringer Plate, breadth and thickness in Wells...		62 1/2	32	✓		Stringer Plate, breadth and thickness.....			28	✓	
						Plating, Sheathing, material and thickness ...	26	2	22	✓	

## SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <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>38</i>	<i>.56</i>	<i>.64</i>	<i>.46</i>		<i>DOUBLE</i>	<i>3/8</i>	<i>3</i>	<i>3</i>	<i>3/8</i>	<i>38</i>	<i>INSIDE STRAPPED.</i>
<del>" DELG. (if any)</del>												
BOTTOM PLATING, No. of Strakes ..... <i>2</i> .....)		<i>.44</i>	<i>.64</i>	<i>.26</i>		<i>DOUBLE</i>	<i>3/4</i>	<i>2 5/8</i>	<i>2</i>	<i>3/4</i>	<i>2 5/8</i>	<i>LAPPED.</i>
BILGE PLATING, No. of Strakes ..... <i>1</i> .....)		<i>.44</i>	<i>.64</i>	<i>.36</i>		"	"	"	"	"	"	<i>Referred to Mr. Geary</i>
SIDE PLATING, No. of Strakes ..... <i>1</i> .....)		<i>.40</i>	<i>.64</i>	<i>.36</i>		"	"	"	"	"	"	"
UPPER DECK, Sheer- strake in Wells.....)	<i>54</i>	<i>.72</i>	<i>.54</i>	<i>.36</i>	<i>.52</i>	"	<i>(circled)</i>	"	<i>3-2</i>	<i>3/8</i>	<i>36</i>	"
<i>A.P.D.</i> UPPER DECK, Sheer- strake in Bridge ...)	<i>40 1/2</i>	<i>.42</i>	—	<i>.36</i>		"	"	<i>3</i>	"	<i>3/4</i>	<i>2 5/8</i>	"
STRAKE BELOW Sheer- strake in Wells.....)	<i>55</i>	<i>.40</i>	<i>.64</i>	<i>.36</i>		"	"	<i>2 5/8</i>	<i>2</i>	"	"	"
STRAKE BELOW Sheer- strake in <del>Bridge</del> ...)		<i>(circled) .58</i>	—	<i>.36</i>		"	"	<i>3</i>	"	"	"	"
<i>A.P.D.</i> POOP SIDE PLATING .....												
BRIDGE SIDE PLATING .....												
FOREC'TLE SIDE PLATING			<i>.36</i>		<i>.26</i>	<i>SINGLE</i>	<i>3/4</i>	<i>3</i>	<i>1.</i>	<i>3/4</i>	<i>2 5/8</i>	<i>LAPPED.</i>

SHEER STRAKE INCREASED AT POOP TO *.78* IN LIEU OF DOUBLING.  
SHELL PLATING FORWARD INCREASED TO *.64* FOR ICE AS PER APP. PLAN.  
LANDINGS *5 1/2"* - *3/8 R.* IN WAY OF ICE STRENGTHENING.

## WATERTIGHT BULKHEADS.

2. *ALTIGHT*  
Total No. of W.T. BULKHEADS in Vessel— *EIGHT.*  
Extending to Upper Deck (Sec. 3 c) *EIGHT.*  
~~Deck next below~~ ✓ *33*  
As per Rule— *THREE.*

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
<b>MIDSHIP BULKHEAD</b>	Upper between decks					
"	" Second "					
"	" Third "					
"	" Holds .....	.32 / 30	ANGLE. 5 1/2 x 3 x 32	21	1 CHANNEL 9 1/2 x 3 1/2 x 32 = 18.	
<b>COLLISION</b>	" (in Hold) .....	.38 / 30	B.P. 7 x 3 x 48	22	CHAIN LOCKER PLAT.	
<b>AFTER PEAK</b>	" " .....	.36 / 30	B.P. 6 1/2 x 3 x 30	22	1 SEMI-BOX.	

FORGINGS ~~and~~ CASTINGS.

	Casting or Forging.	Scanlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, <del>Bar</del></b> .....	<b>FLAT PLATE.</b>			
<b>STEM</b> <sup>11</sup> .....	<b>ROLLED.</b>	$6\frac{1}{2} \times 1\frac{1}{8}$	✓	$6\frac{1}{2} \times 1\frac{1}{8}$
<b>STERN FRAME</b> {	Propeller Post .....	<b>FORGING</b>	$6 \times 3\frac{1}{2}$	T. S. FORSTER
	Rudder " .....	"	$5\frac{1}{2} \times 3\frac{1}{2}$	& SONS L <sup>rs</sup>
<b>RUDDER—A × D</b> .....		87.74		
<b>Speed of Vessel</b> .....		10 KNOTS.		
<b>RUDDER</b> mainpiece at head ...	<b>FORGING</b>	$5\frac{1}{8}$ DIA.	✓	T. S. FORSTER
	"	$3\frac{7}{8}$	✓	& SONS
" " heel ...				
" how constructed .....	<b>FORGED &amp; BUILT.</b>		✓	L <sup>rs</sup>
" <del>double or single plate</del>		.80	✓	
" coupling, vertical or				
" horizontal.....		<b>HORIZONTAL.</b>		

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *OPEN HEARTH.*

STEEL. *THE LANCASHIRE STEEL CO: L<sup>o</sup>, JAMES DUNLOP & CO: L<sup>o</sup>, DAVID COLVILLE & SONS L<sup>o</sup>,  
W. BEARDMORE & CO: L<sup>o</sup>, THE STEEL COMPANY OF SCOTLAND L<sup>o</sup>, CONSETT IRON CO: L<sup>o</sup>.*

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

25 SEP 1929

EQUIPMENT No. 8317.											LETTER J	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.			
32324	1st Bower ...	17	0	7	STOCKLESS			18	6	3	14	16 1/2	RYERS IMPROVED.	NOT TESTED.	SUNB. 12.8.29 BUTLER.
32286	2nd „ ...	17	0	0				18	5	0	0	16 1/2	"	"	" 30.7.29 PARSONS
32290	3rd „ ...	14	2	7				16	3	1	21	14 1/2	"	"	" 31.7.29 BUTLER.
	Collective weight.	48	2	14								48			
44573	Stream .....	4	3	9	1	1	10	7	5	0	0	4 1/2	ORDINARY.	"	C.H. 29.6.29 GRUL.
															HAWSERS AND WARPS.

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.	Tons.	Fathoms.	Ins.					
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.						
90700	105 <sup>5</sup> / <sub>8</sub>	1 <sup>1</sup> / <sub>4</sub>	288	✓ 428	84-0-6		✓ 168		210	✓ 1 <sup>1</sup> / <sub>4</sub>	STUD LINK	NOT TESTED.	NETH. 30.7.29. GREEN.	TOWLINE...	75	2 <sup>1</sup> / <sub>2</sub>	✓ 15 <sup>1</sup> / <sub>2</sub>	75	2 <sup>1</sup> / <sub>2</sub>			
90820	105 <sup>5</sup> / <sub>8</sub>	"	-	-	84-0-0		✓				"	"	" 9.8.29 "	HAWSERS & WARPS	90	2 <sup>1</sup> / <sub>4</sub>	✓ 9 <sup>1</sup> / <sub>2</sub>	90	2 <sup>1</sup> / <sub>4</sub>			
	211 <sup>1</sup> / <sub>2</sub>				168-0-6									"	60	2	7		✓			
		Cir.								Cir.												
Stream Cable Steel Wire	60	3		✓ 18					60	✓ 3	G.S.W.					60	5	MANILA		✓		
																60	4 <sup>1</sup> / <sub>2</sub>	"		✓		

Steering Gear, Steam *BY HAND ON BRIDGE BY THOS. REID & SONS.* Steering Gear, Hand *NET, BY TILLER & TACKLE.*

Boats *2 LIFE 17'0".* Steering Chains, Size and Test *1 1/2" DIA. 7 1/2 TONS.* Windlass *STEAM BY CLARKE CHAPMAN.*

*Ceiling in Holds, thickness and material.* *Cargo Battens, thickness, material and spacing.*

*Cargo Hatchways, (Upper Deck) FORMED OF STEEL PLATES & ANGLES. Thickness of Hatches 2 1/2" W.P. SOLID.*

Size of No. 1 Hatchway (Forward) *4'6" x 7'6" No. 2 No. 3 No. 4 No. 5 No. 6*

Number of Shifting Beams and/or Fore and Afters *EXPANSION TRUNK TO EACH OIL TANK (6 IN N.) 8'11 1/2" x 4'6" x 3'0" EACH WITH 2 MANHOLE DOORS ON TOP 20" x 14", CORR. 5'3" x 375 ANG.*

Builder's Signature *Geo. Munro & Co.*

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel (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.

*This vessel has been built in accordance with the approved plans, instructions, & printed Rules of this Society.*

*The materials & workmanship are of good quality. The freeboard has been verified & the marks cut in on the vessel's sides.*

*The cargo oil tanks, cofferdams, peak tanks, & weather decks have been tested as required by the Rules & found satisfactory.*

*Note: This vessel is of similar design to S.S. AUTHORITY GNR 1<sup>st</sup> 6. report N: 18906.*

The amount of Entry Fee ..... £ 4 : 0 : 0	Fees applied for, 19 <sup>th</sup> SEPTEMBER 1929	I am of opinion the Vessel should be Classed <b>+ 100A1.</b> "CARRYING PETROLEUM IN BULK" "STRENGTHENED FOR NAVIGATION IN ICE."
Special Survey Fee.... £ 104 : 17 : 0	Received by me, 7.11.29	
Travelling Expenses, if any £ 3 : 13 : 4		
State whether the Vessel has been built under Special Survey. <b>YES.</b>		Signature <i>H. L. Swinton</i> Surveyor to Lloyd's Register of Shipping.
Certificate to be sent to <b>GREENOCK.</b>	Date of issue <b>12/11/29.</b>	

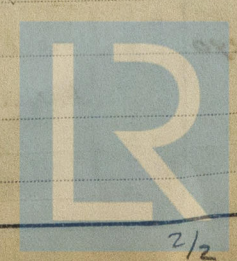
Committee's Minute **GLASGOW 24 SEP 1929**

Character assigned **+ 100A1.**

**9.29.**  
*Carrying Petroleum in Bulk.*  
*Lloyd's accp.*  
*+ L.M.C. 9.29.*

*Strengthened for Navigation in Ice.*

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2/2 W4-0212

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:

- Midships Section, & amended section for increased depth.
- Profile & Deck plans.
- Sternframe & Rudder.
- Strengthening at break.
- Engine seating
- Side girder in oil tanks.
- Securing ports in bulwork.
- Shell plating forward.
- Entrances to machinery spaces.
- Stringer on Middle line bulkhead.
- See strengthening at fore end.
- Ribbar stiffening.
- Pumping Arrangement.
- Forging Reports. sternpost, rudder.

Midships Section as Built  
Profile & Deck plan

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower 9.1.1, M.B., 6681, 19.7.29. 2nd " 9.1.22, K.H., 6611, 28.6.29. 3rd " 8.2.17, K.H., 6563, 28.6.29.
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PARTICULARS FOR RECORD in the REGISTER BOOK. Length of Poop ft., R.Q.D. 74 ft., Bridge ft., Forecastle 25.25 ft.  
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ✓

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

Official No. 161300 ; Signal Letters  
Is bottom of Vessel coated with cement ✓ if not give particulars of composition BITUMASTIC CLEAR OF OIL TANKS & COFFERDAMS. CEMENT UNDER EXHAUST TANKS & IN AFTER PEAK. BITUMASTIC IN FORE PEAK.

PARTICULARS OF WATER BALLAST.—					
Where Fitted.		Length.	Water Capacity.	Where Fitted.	
		Feet.	Tons.		
Double bottom, aft,				Fore peak tank,	25.5
Double bottom, under Engines and Boilers,				After peak tank,	29
Double bottom, if under Engines only,				Deep tank, aft,	✓
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. 2290

Date 10.6.29.

Dates of Surveys held while building

(1929) April 5. 10. 12. 16. 22. 23. May 1. 3. 4. 14. 16. 20. 24. 24. 29. 31. June 4. 6. 12. 14. 20. 25. 26. 28. July 1. 3. 12. 14. 19. 22. 24. 26. 30. August 5. 9. 13. 14. 15. 16. 14. 19. 26. September 11. 13. 14. 18.

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Total No. of Visits 46