

# Awning or Shelter Deck, or Pt. Awning Deck.

# STEEL STEAMER.

No. 44193

State if Report is also sent on the Machinery of the Vessel *Yes*  
 Port of *Glasgow* Date of completion of Report *9th Dec 1924* Received at London Office *10 DEC 1924*  
 Survey held at *Dumbarton* Date, First Survey *13th August 1920* Last Survey *25th Nov 1924*  
 On the (State if Single, Twin, or Triple Screw) *Single Screw Steamer* **INVERGLASS** *89287* Rig *2m & 4m*

<b>TONNAGE under Tonnage Deck...</b>	<b>6225.22</b>
Do. between Tonnage Dk. and 3rd, 4th, or Awning Dk.	
<b>Total under Upper Dk.</b>	
Do. of Poop	
Do. of R. Qr. Dk.	
Do. of Bridge House	
Do. of Forecastle	<i>46.47</i>
Do. of Houses on Deck	<i>618.11</i>
Do. of excess of Hatchways	
Do. above Crown of Engine Room	<i>11.53</i>
<b>Gross Tonnage</b>	<b>6901.35</b>
Less Crew Space	<i>272.48</i>
Less above Crown of Engine Room	
<b>TONNAGE FOR FEES...</b>	<b>6901.35</b>
Less Engine Room	<i>2208.43</i>
Less Navigation Spaces	<i>124.12</i>
<b>Register Tonnage</b>	<b>4296.32</b>
as cut on Beam...	

<b>CLASS</b>	<b>100 A1</b>
<b>Breadth</b> (greatest moulded)	<b>55.46</b>
<b>Depth</b> , at middle of length from top of keel to top of beams at side of uppermost Continuous Deck	<b>38.02</b>
<b>Deduct</b> height of 'tween deck when this does not exceed 8ft.	<b>- 8.0</b>
<b>Transverse Number</b>	<b>85.50</b>
<b>Length</b> on deck from fore part of stem to after part of sternpost	<b>411.5</b>
<b>Longitudinal Number</b>	<b>35183</b>
<b>Depth "d"</b> at middle of length. See Secs. 2 & 13	<b>25.1</b>
<b>Proportions</b> , Depths to Length, Uppermost Continuous Deck at side to top of keel	<b>10.8</b>
" " " B Upper Deck at side to top of keel	<b>14.3</b>

Master  
 Year of Appointment  
 Built at *Dumbarton*  
 When built *1924* Launched *30th Sept 1924*  
 By whom built *Wm Denny & Sons*  
 Owners *British Indian Petroleum Co. C.*  
 Managers *A. Weir & Co.*  
 (Where necessary to be entered in Reg. Book.)  
 Residence  
 Port belonging to *London*

<b>LENGTH</b> on Deck as per Rule	<b>411</b>	<b>BREADTH</b> Moulded	<b>55</b>	<b>DEPTH, ACTUAL</b> Top of Floors to top of Awn. or Shelter Dk. Beams	<b>38</b>	<b>Ins.</b> <b>1 1/4</b>	<b>No. of Decks with flat laid</b>	<b>2</b>
Dimensions of Ship per Register,	Length <i>412.75</i>	breadth <i>55.7</i>	depth <i>38.02</i>	Upper Deck	Moulded depth, ft. <i>28</i>	ins. <i>7 1/2</i>	To Awning or Shelter Dk.	Round up of Uppermost Dk. Beam, Actual <i>38.02</i>

FRAMING.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.
<b>ME, Angles, or E or L Bars, amidships</b>	<i>9</i>	<i>4</i>	<i>48</i>	<i>9</i>	<i>4</i>	<i>48</i>
in peaks	<i>9</i>	<i>4</i>	<i>48</i>	<i>9</i>	<i>4</i>	<i>48</i>
in way of Double Bottoms at Solid Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>42</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>42</i>
" " at intermdt. Bkts.						
ing of Frames from centre to centre amidships	<i>3 1/2</i>	<i>2 1/2</i>	<i>24 1/2</i>	<i>3 1/2</i>	<i>2 1/2</i>	<i>24 1/2</i>
length to collision bulkhead		<i>24 1/2</i>			<i>24 1/2</i>	
of Frames from centre to centre in peaks	<i>9</i>	<i>4</i>	<i>48</i>	<i>9</i>	<i>4</i>	<i>48</i>
<b>ERSED FRAME, Angles</b>	<i>3 1/2</i>	<i>3 1/2</i>	<i>42</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>42</i>
in way of Double bottoms at Solid Floors						
" " at intermdt. Bkts.						
<b>MING, depth of girder</b>		<i>14 1/2</i>			<i>14 1/2</i>	
<b>ORS, depth and thickness of Floor Plate</b>						
at mid-line for 1/2 length amidships						
in way of Engine and Boiler spaces						
thickness at the ends of vessel						
depth at 1/2 the half-bdth, as per Rule						
height extended at the Bilges		<i>40</i>	<i>26 1/2</i>		<i>40</i>	<i>26 1/2</i>
<b>ORS, in Cell Double Bottoms</b>						
state if flanged (top and bottom)	<i>3 1/2</i>	<i>3 1/2</i>	<i>24 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>24 1/2</i>
spacing of Solid	<i>3 1/2</i>	<i>3 1/2</i>	<i>24 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>24 1/2</i>
<b>TRE GIRDER, in Dbl. bottom, dpth. &amp; thcknss</b>	<i>4 1/2</i>	<i>5 1/2</i>	<i>42</i>	<i>4 1/2</i>	<i>5 1/2</i>	<i>42</i>
" " Angles, Top	<i>3 1/2</i>	<i>3 1/2</i>	<i>50</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>50</i>
" " Bottom	<i>3 1/2</i>	<i>3 1/2</i>	<i>50</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>50</i>
" " to Floors	<i>7</i>	<i>7</i>	<i>45</i>	<i>7</i>	<i>7</i>	<i>45</i>
Brackets at intermdt. frmg. width & thcknss	<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>
<b>E GIRDERS, number and thickness (1)</b>	<i>40</i>	<i>5</i>	<i>36</i>	<i>40</i>	<i>5</i>	<i>36</i>
state if flanged (top & bottom)	<i>3 1/2</i>	<i>3 1/2</i>	<i>42</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>42</i>
Angles	<i>3 1/2</i>	<i>3 1/2</i>	<i>42</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>42</i>
<b>RGIN PLATE, depth (exclusive of flange) and thickness</b>	<i>6 1/2</i>	<i>5 1/2</i>	<i>42</i>	<i>6 1/2</i>	<i>5 1/2</i>	<i>42</i>
Angles to outside plating	<i>3 1/2</i>	<i>3 1/2</i>	<i>50</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>50</i>
" " to floors						
Brackets at intermdt. frmg. width & thcknss	<i>4 1/2</i>			<i>4 1/2</i>		
Height of Brackets above at bilge	<i>42</i>	<i>5 1/2</i>	<i>42</i>	<i>42</i>	<i>5 1/2</i>	<i>42</i>
<b>ER BOTTOM PLATING, breadth and thickness of Middle Line Strake</b>	<i>6 1/2</i>	<i>5 1/2</i>	<i>8</i>	<i>6 1/2</i>	<i>5 1/2</i>	<i>8</i>
" thickness in Engine and Boiler space	<i>5 1/2</i>	<i>6</i>	<i>42</i>	<i>5 1/2</i>	<i>6</i>	<i>42</i>
" Remainder in Holds	<i>9 1/2</i>	<i>3 1/2</i>	<i>44</i>	<i>9 1/2</i>	<i>3 1/2</i>	<i>44</i>
<b>AMS, Awning or Shltr Dk, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel</b>	<i>35</i>			<i>35</i>		
Spacing	<i>10</i>	<i>3 1/2</i>	<i>50</i>	<i>10</i>	<i>3 1/2</i>	<i>50</i>
<b>AMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel</b>	<i>38</i>			<i>38</i>		
Spacing						
<b>AMS, Second, Third &amp; Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel</b>						
Angles on upper edge						
Spacing						
<b>AMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel</b>						
Angles on upper edge						
Spacing						
<b>AMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel</b>	<i>7</i>	<i>3</i>	<i>42</i>	<i>7</i>	<i>3</i>	<i>42</i>
Angles on upper edge						
Spacing						
<b>AMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel</b>	<i>8</i>	<i>3</i>	<i>46</i>	<i>8</i>	<i>3</i>	<i>46</i>
Angles on upper edge						
Spacing						

PILLARS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.
<b>PILLARS, In 'tween Deck, size and spacing</b>						
" " Hold						
" Quarter, 'tween Dks., "						
" " in Hold						
<b>KEELSONS AND STRINGERS.</b>						
<b>CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate</b>						
" Rider Plate						
" Flat Keel Plate Angles						
" Horizontal Plates on Floors						
" Angles or Bulb Angles						
<b>SIDE KEELSONS, Number</b>						
" Angles or Bulb Angles						
" Plate above floors, for length						
" Intercoastal Plate, for length						
" Attached to outside plating with Angle						
<b>BILGE KEELSON, Angles</b>						
" Intercoastal Plate, for length						
" Attached to outside plating with Angle						
<b>SIDE STRINGERS, Number</b>						
" " Angle						
" " Intercoastal Plate, for lng.						
" Attached to outside plating with Angle						
<b>Awning or Shelter Deck Stringer Plates, breadth and thickness</b>	<i>7 1/2</i>	<i>60</i>	<i>7 1/2</i>	<i>60</i>		
" Angle on ditto	<i>7</i>	<i>60</i>	<i>7</i>	<i>60</i>		
" Tie Plates, fore and aft, outside Hatchways						
" Deck, * Iron or Steel, for full lng.		<i>60</i>		<i>60</i>		
" Wood Deck, Material & thickness						
<b>Upper Deck Stringer Plate, breadth and thickness</b>	<i>7 1/2</i>	<i>38</i>	<i>7 1/2</i>	<i>38</i>		
" Angles on ditto, No.	<i>3 1/2</i>	<i>3 1/2</i>	<i>42</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>42</i>
" Tie Plates, outside Hatchways	<i>3 1/2</i>	<i>3 1/2</i>	<i>42</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>42</i>
" Deck, * Iron or Steel, for full lng.		<i>38</i>		<i>38</i>		
" Wood Deck, Material & thickness						
<b>Second Deck Stringer Plates, br'dth &amp; thckn's</b>						
" Angles on ditto, No.						
" Tie Plates, outside Hatchways						
" Deck, * Material and thickness						
<b>Third, Fourth &amp; Fifth Deck Stringer Plate, breadth and thickness</b>						
" Angles on ditto, No.						
" Tie Plates, outside Hatchways						
" Deck, Material and thickness						
<b>Poop Deck Stringer Plate, breadth &amp; thickness</b>						
" Angles on ditto						
" Tie Plates						
" Deck, Material and thickness						
<b>Bridge Deck Stringer Plate, br'dth &amp; thickness</b>	<i>48</i>	<i>32</i>	<i>48</i>	<i>32</i>		
" Angle on ditto	<i>3</i>	<i>3</i>	<i>40</i>	<i>3</i>	<i>3</i>	<i>40</i>
" Tie Plates						
" Deck, Material and thickness						
<b>Forecastle Deck Stringer Plate, br'dth &amp; th'kns</b>	<i>3 1/2</i>	<i>36</i>	<i>3 1/2</i>	<i>36</i>		
" Angle on ditto	<i>3 1/2</i>	<i>36</i>	<i>3 1/2</i>	<i>36</i>		
" Tie Plates						
" Deck, Material and thickness	<i>3</i>	<i>PP</i>	<i>3</i>	<i>PP</i>		



WEB FRAMES.				Inches in Ship.	Inches n Ship.	Inches per Rule. Or as App.	Inches per Rule. Or as Approved.
WEB-FRAMES, In Fore Body, No. and spacing							
" " " brdth. & thickness							
" " " No. of Side Stringers " "							
WEB-FRAMES, In E. & B. Space, No. & spacing							
" " " brdth. & thickness							
WEB-FRAMES, In After Body, No. and spacing							
" " " brdth. & thickness							
" " " No. of Side Stringers " "							
" " " Size of Face Angles to Web-Frames.....							
BRACKET PLATES to Stringers between Web Frames, depth and thickness.....							

  

BULKHEADS.		Number.	Thickness.	STIFFENERS.		Single or Double Frames.	Height up, state deck.
Vessel.	Per Rule.	Inches.	Horizontal. Size. Spacing. Inches.	Vertical. Size. Spacing. Inches.	Inches.		
W.T. BULKHEADS	9	9	Including Reels, Circular tanks & Cofferdam	52-44	5	12-3-70	3-4
Cofferdam 3rd			Other bulkheads formed by Circular oil tanks and oil fuel bunkers				
AFT PEAK			75-30	Reels	8-4	2-4	5-10
" COLLISION "			48-26	Lower deck	10-3-5-5	2-4	5-10
PARTITION "							
LONGITUDINAL,							

  

Are the outside Plates doubled two spaces of Frames in length? *Bracket filled*

Are the Hatch Valves and Watertight Doors in efficient working order? *Yes*

  

FORGINGS or CASTINGS.				Inches in Ship.	Inches per Rule. Or as Approved.
KEEL, Bar, depth and thickness				<i>Flat plate Keel</i>	
STEM, moulding and thickness				<i>10 1/2 x 2 3/4</i>	<i>10 1/2 x 2 3/4</i>
STERN-POST for Rudder do. do.				<i>10 1/2 x 8</i>	<i>10 1/2 x 8</i>
" for Propeller				<i>2 1/2 x 1 1/4</i>	<i>2 1/2 x 1 1/4</i>
RUDDER-A x D Table 22. Speed				<i>10 1/2</i>	<i>6 5/8</i>
" Main-Piece, diameter at head				<i>1 1/2</i>	<i>1 1/2</i>
" " " at heel				<i>8 1/2</i>	<i>8 1/2</i>

  

RUDDER, how constructed *Stock & main piece forged steel, Arms Cast 9-2-6*

Thickness of Plates or Single Plate *1 1/2*

Can the Rudder be unshipped afloat? *Yes*

  

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c.? *Open hearth*

*David Colville & Son*

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

  

PLATING.				RIVETING.												
STRAKES.	AS IN SHIP.		PER RULE OR AS APPROVED.		EDGES.		BUTTS.									
	AMIDSHIP.		AMIDSHIP.		Single or Double.	RIVETS.		RIVETS.								
	Breadth. Inches.	Thickness. Inches.	Breadth. Inches.	Thickness. Inches.		Diam. Spacing or, to cr. Inches.	Diam. Spacing or, to cr. Inches.	STRAPS.	IF LAPPED.							
FLAT PLATE KEEL.....	<i>35 1/2</i>	<i>72</i>	<i>72</i>	<i>72</i>	<i>35 1/2</i>	<i>72</i>	<i>Double</i>	<i>6 1/2</i>	<i>7/8</i>	<i>3 1/2</i>	<i>3 R. FULL</i>	<i>7/8</i>	<i>3 1/2</i>	<i>20 1/2</i>	<i>72</i>	<i>4 farboard plates</i>
GARBOARD or A Strake	<i>66</i>			<i>60</i>								<i>4 R 1/2 LAF TO FORE PEAK 8th FOR</i>		<i>27 1/2</i>	<i>90</i>	<i>outside</i>
B "														<i>20 1/2</i>	<i>72</i>	<i>inside</i>
C "																
D "																
E "																
F "	<i>60 1/2</i>			<i>54</i>	<i>60 1/2</i>							<i>DS. TR</i>		<i>22</i>	<i>58</i>	
G "	<i>66</i>			<i>50</i>	<i>66</i>							<i>4 R 1/2 L</i>				<i>14 full</i>
H "																
J "																
K "																
L "				<i>50</i>												
M "																
N "				<i>54</i>												
O "																
P "																
Q "																
R "																
S "																
T "																
U "																
V "																
W "																

  

THICKNESS OF SHEER STRAKE CLEAR OF LONG BRIDGE DO. OF STRAKE BELOW DBLG. of Flat Plate Keel *3 strakes lapped over flat plate keel with lap extending to Centre line*

" Sheerstrakes Length and thickness. *✓*

POOP SIDES..... *42*

SHORT BRIDGE SIDES.....

FORECASTLE SIDES.....

  

Awning or Shelter Deck		Butts, riveted for		length amidship.	
Stringer Plate	Straps, single, double or overlapped for	<i>Full</i>	<i>Full</i>	<i>Full</i>	<i>Full</i>
Upper Deck	Butts, riveted for	<i>Full</i>	<i>Full</i>	<i>Full</i>	<i>Full</i>
Stringer Plate	Straps, single or overlapped for	<i>Full</i>	<i>Full</i>	<i>Full</i>	<i>Full</i>

  

Butts of Side Stringers *✓* riveted.

Tie Plates *✓* riveted.

Inner Bottom Plating, riveting of Edges *Double R.* riveted.

Centre Girder Butts, *Double* riveted. Keelson Butts, *Double* riveted.

Frames, riveted through Plates with *1* in. Rivets, about *equal* apart.

Rivets, state whether Iron or Steel *Iron*

  

FRAMES extend in one length from *Centre line to margin thence to Shellie deck & 7th* State if ordinary or joggled *Ordinary*

REVERSED FRAMES on floors and frames extend from *Centre line to margin thence to upper deck* State if ordinary or joggled *Double Reverse*

*frames fitted on even numbers from frames 128 to 142* State if ordinary or joggled *Ordinary*

  

MASTS, SPARS, &c.											
	Material.	Total Length.	DIAMETER AND THICKNESS.			No. of Plates in round.	ANGLES.		RIVETING.		
			At Partners.	Heel.	Hoists.		Head.	Number.	Size.	Seams.	Butts.
LOWER MASTS.....	Fore	<i>Steel</i>	<i>41-6</i>	<i>24 x 40</i>	<i>24-0 x 40</i>	<i>21 x 36</i>	<i>2</i>	<i>13</i>	<i>4 x 3 1/2 x 4 1/2</i>	<i>Sgle</i>	<i>5 bbl</i>
	Main	<i>Steel</i>	<i>43-6</i>				<i>2</i>	<i>13</i>			
	Mizen										
Bowsprit.....											
Topmasts, Yards and Remainder of Spars	<i>Steel</i>										
Rigging, Material and Size, Shrouds	<i>4 Sio.</i>										
Sails.	<i>✓</i>	Suit of	<i>✓</i>								

Sails, and the following spare sails *✓*



EQUIPMENT No. 39449 LETTER <i>a</i>										ANCHORS.									
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE				WEIGHT REQ. BY TABLE 31.				Description of Anchor.	Makers.	Where and when tested and Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Cwts.				
86280	1st Bower	69	1	14	Stockless			53	10	0	0	68	0	0	0	Halls Stockless	N. Hingley & Sons	Netherthorpe	20.4.23 Green
86376	2nd "	69	0	0	do			53	5	0	0	68	0	0	0	do	do	do	14.6.23 do
86377	3rd "	67	3	19	do			52	12	2	0	68	0	0	0	do	do	do	14.6.23 do
	Collective weight	206	1	5								204	0	0	0				
86350	Stream	19	1	17	5	0	4	20	6	1	0	19	0	0	0	Rodgers	N. Hingley & Sons	Netherthorpe	31.5.23 Green
86332	Kedge	8	0	4	2	0	24	10	5	0	0	8	10	0	0	Rodgers	do	do	19.5.23 do

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

1st Bower 43-3-2 LPHT 812 27-3-23  
2nd " 43-1-19 DDW 5761 24-4-23  
3rd " 42-3-5 DDW 5762 24-4-23

#### CHAIN CABLES.

#### HAWSERS AND WARPS.

Number of Certificate.	Length and Size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Fathoms and Size per Table 31.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire Towline.	Fathoms and size per Table 31.	
			Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.					Fathoms.	Ins.		Tons.	Fathoms.
76246	135	2 7/8	96 1/4	134 3/4	360.1.23	720.1.4	270	5 1/2	Steel	N. Hingley & Sons	Netherthorpe 17.5.23 Green	TOWLINE SW 120	5 1/2	65	120	5 1/2	
76247	135	2 7/8	96 1/4	134 3/4	360.3.4	720.3.4	270	5 1/2	do	do	do 7.6.23 do	HAWSERS & WARPS SW (2) 120	3 1/4	22	(2) 90	8	
Iron Stream Chain or Steel Wire...	90	5	59	721.0.2			90	5	S.W.	R.S. Newall & Sons	do	Manila (4) 90	8		(2) 90	7	

Boats Four Steering Gear, Steam *Wilson & Sons type direct acting* Steering Gear, Hand Reeling *Isle*  
Pumps, Number 3. *Steam Comp. One port, chain belt* Diameter of Barrel 4" x 5" State whether they are in efficient working order *Yes*  
Windlass is *Steam* Capstan *✓*  
Engine Room Skylights.—How constructed? *Steel plate & angle* What arrangements for deadlights in bad weather? *Steel plate square glass light*  
Coal Bunker Openings.—How constructed? *Steel plate & angle* How are lids secured? *H.T. plate, corner hinges, secured & bolted with nut.* Height above deck? *30*  
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. *Open rails*  
Ceiling in Holds, thickness and material *none* Cargo Battens, thickness and material *none*  
Cargo Hatchways.—How formed? *Steel plate & angle steel corner bil & str.* Hatches, If strong and efficient? *Yes*  
State size No. 1 Hatch (Forward) *✓* No. 2 Hatch *✓* No. 3 Hatch *✓* No. 4 Hatch *✓*  
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *✓* No. of Breasthooks *7 inch dia.* No. of Crutches *out floor*

Bulwarks, height above deck and description *open rail* Main Rail and Stays, material and size *✓*  
The foregoing is a correct description.  
Builder's Signature (here only) *FOR WILLIAM DENNY & BROTHERS LIMITED.* Surveyor's Signature *J.M. Shewna.*  
Surveyor to Lloyd's Register of Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case) *See Secretary's letter M Sept 27. 1924 (Re answer to queries through Belfast office)*

Workmanship. Are the butts of plating planed or otherwise fitted? *planed*  
Is the riveted work properly closed? *Yes*  
Are the liners between the frames and plates solid single pieces? *Yes* Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes* Are the rivet holes well and sufficiently countersunk in the plate and punched from the facing surfaces? *Yes* Do any rivets break into or through the seams or butts of the plating? *a few*  
Are the butts of Plating, Stringers, &c., properly shifted and strapped? *Yes*  
Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? *Yes* State results of tests *Satisfactory*  
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? *Yes* State results of tests *Satisfactory*  
General Remarks (State quality of workmanship, &c.) *Workmanship good materials good*

*This vessel has been built in accordance with the approved plan, the Secretary's letter, and in conformity with the Rules for the class contemplated*  
*The oil tanks have been tested as required by the Rules, the Bulkheads & Stunnel clean of oil have been hose tested, the pumps have been tested, pumps tested. Testbed verified & cut in*  
*The oil fuel tanks have been tested and the requirements of section 49 of the Rules complied with*  
*The bottom forward of the 3/5L has been strengthened as required by the Rules*  
*11 approved plans and 7 forging & Casting Reports are forwarded herewith*  
*This vessel is fitted with a beamless bilge & straight frames*

*Fitted for oil fuel 11.24 F.P. above 150°F*

The Surveyor should state the Number of Report and Name of any Sister Vessel.  
Plans to be forwarded with F.E. Report showing vessel as built.

The amount of Entry Fee ..... £ 10 : 0 : 0 / 5/12/24  
Special Survey Fee.... £ 558 : 15 : 9 Received by me, *Hull on Certificate to be sent to Glasgow* Date of issue *30/12/24*  
Travelling Expenses, if any £ 12 : 0 : 0 *✓*  
State whether the Vessel has been built under Special Survey *Yes*  
I am of opinion this Vessel should be Classed *100 A.1. Carrying Petroleum in Double Bottom SHELTER, DK and Circular Tanks fitted in Holds and in wing tanks*  
With, or without Freeboard, as condition of Class *With* Surveyor to Lloyd's Register of Shipping. *J.M. Shewna.*

Committee's Minute

Character assigned

*GLASGOW 9-DEC 1924*  
*:- 100 A.1*  
*Shelter DK. with fos*  
*11.24*

*Carrying Petrol in D.B. & in Circular Tanks fitted in Holds & in Wing Tanks*

*Lloyd's Assoc*  
*+ LMC 11.24*  
*Fitted for oil fuel 11.24 F.P. above 150°F*



GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of <sup>Brunk</sup> Poop 320 ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle 40 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. *Brunk joined to Forecastle*

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as should appear in the Register Book) *One at Stl & Shell & Stl. Stronger frames, broadened edge, Curves strong*  
 Official No. *148508*; Signal Letters \_\_\_\_\_ State if Machinery is fitted aft *amidship*  
 How are the surfaces preserved from oxidation? Inside *Painted Cement in Dry Tank fuel tank* Outside *Paint*  
*Wells and peaks, outside skillets of shell in dry tank cemented flush with inside plates*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors. *Cellular*

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Double bottom, under Engines and Boilers, <i>Red Tank</i>	23'-6"	124	After peak tank,		
Double bottom, if under Engines only, <i>Dry Tank</i>	17'-6"	93	Deep tank, aft,		
Double bottom, if under Boilers only, <i>Dry Tank</i>	37'-11"	202	Deep tank, forward,		
Double bottom, forward,	78'-9"		Other tanks, if fitted,		
	Total capacity of double bottom	419	(If necessary, furnish further information by sketch.)		

\* The wells are not to be included in the lengths of the tanks.

State whether the above have been tested as required by the Rules. *Yes*

Order for Special Survey No. *Authorized*  
 Date *for London letter*  
 No. *1128* in builder's yard.

DATES OF SURVEYS  
 held while building

*1920 Aug 13-26 Sep 17-24 Oct 8-22 29 Nov 5-12 17-26 Dec 8-10 17-30 1921 Jan 14-28 Feb 1-18 Mar 3-10 11-18 24-31 Apr 5-12 15-21 22 May 6-20 1923 Apr 19-23 30 May 2-9 25 Jun 5-8 Sep 27 Oct 12 Nov 14-26 30 Dec 4-13 18-20 1924 Jan 8-15 31 Feb 4-5 8-13 18-21 25 Mar 3-10 19-27 Apr 8-16 24-29 May 2-15 23-28 Jun 11-13 16-25 26 July 1-4 10-14 15 Aug 12-18 21-26 Sep 4-9 10-12 16 19-22 20 Oct 8-10 14-23 25-28 29-31 Nov 5-11 14-18 19-20 25*

Total No. of Visits *112*

Surveyor's Signature

