

WEB FRAMES.		Inches in Ship.	Inches in Ship.	Inches per Rule, Or as Approved.	Inches per Rule, Or as Approved.	FORGINGS or CASTINGS.		Inches in Ship.	Inches per Rule, Or as Approved.
WEB-FRAMES, In Fore Body, No. and spacing		1 WEB IN FORE OIL FUEL BUNKER				KEEL, Bar, depth and thickness		FLAT PLATE KEEL.	
"	"	brdth. & thickness	30" x 50"	30" x 50"	30" x 50"	STEM, moulding and thickness		10 x 2 3/4	10 x 2 3/4
"	No. of Side Stringers	"	3 @ 30" x 40"	3 @ 30" x 40"	3 @ 30" x 40"	STERN-POST for Rudder do. do.		9 x 7 1/2	9 x 7 1/2
WEB-FRAMES, In E. & B. Space, No. & spacing		2 AS PER APPROVED PLAN.				" for Propeller		10 1/4 x 7 1/2	10 1/4 x 7 1/2
"	"	brdth. & thickness	24	50	24	RUDDER-A x D* Table 22. Speed UNDER 12 K.		473.	
WEB-FRAMES, In After Body, No. and spacing		ONE SIDE STRINGER IN E & B SPACE				Main-Piece, diameter at head		10 1/2	10 1/2
"	"	brdth. & thickness	14	50	14	" at heel		8"	8"
"	No. of Side Stringers	"	6 x 3 1/2 x 40	6 x 3 1/2 x 40	6 x 3 1/2 x 40				
" Size of Face Angles to Web-Frames		FACE ANGLE 6 x 3 1/2 x 50							
BRACKET PLATES to Stringers between Web Frames, depth and thickness		6 x 3 1/2 x 40							
FOR TRANSVERSES IN OIL TANKS SEE PAGE 4.									

BULKHEADS.	Number.	Thickness.	STIFFENERS.				Single or Double Frames.	Height up, state deck.
			Horizontal.		Vertical.			
	Vessel.	Per Rule.	Inches.	Spacing.	Inches.	Spacing.		
W.T. BULKHEADS	16	6	6 x 3 1/2 x 32	30"	33 x 40	7 1/2" FROM CENTRE		
11 BNDs TO UPPER DK.			50-36	70	30"	7 1/2" FROM CENTRE	DOUBLE UP DK.	
5 " " 2ND DK.			9 x 3 1/2 x 50		30" x 40	15" FROM CENTRE		
" COLLISION "	AP		50-26	25	30" x 40	15" FROM CENTRE	DOUBLE UP DK	
PARTITION "			48-30		7 x 3 1/2 x 40	24"	SINGLE UP DK	
LONGITUDINAL "			50-34	70	27 x 40	5" FROM CENTRE	DOUBLE UP DK	
COFFERDAM BULKHEADS AND OIL FUEL BUNKER BNDs AS PER APPROVED PLAN.								
Are the outside Plates doubled two spaces of Frames in length? <input checked="" type="checkbox"/>								
Are the Sluice Valves and Watertight Doors in efficient working order? <input checked="" type="checkbox"/>								

RUDDER, how constructed		BUILT FORGING.	
"	Thickness of Plates or Single Plate	1 1/2	
Can the Rudder be unshipped afloat? <input checked="" type="checkbox"/>			
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 PROCESS. COLVILLE, LANARKSHIRE, STEEL CO OF SCOTLAND, BEARMORE, PHOENIX, GUTEHOFFNUNGSHUTTE PERSE AND PARTNERS.			
Has the Steel been tested as required by the Rules? <input checked="" type="checkbox"/>			

PLATING.										RIVETING.										
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.									
	AMIDSHIP.		FORWARD.	AFT.	AMIDSHIP.		Ordinary or joggled? ORDINARY.		RIVETS.		RIVETS.		STRAPS.		IF LAPPED.					
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Single or Double.	Breadth of Lap.	Diam.	Spacing or to cr.	Double or Treble and for what Length.	Diam.	Spacing or to cr.	Breadth.	Thickness.	Breadth.	For what Length.			
FLAT PLATE KEEL.....	45	90	64	64	45	90	DOUBLE	6"	1"	3 1/2	5R	1	3 1/2			17 1/2	Full			
GARBOARD or A Strake		58	46	52		58	"	5 1/4	7/8	3 1/16	4R-3R	7/8	3 1/2			12	"			
State actual thickness in way of Double Bottom.	B	58	46	54		58	"	"	"	"	"	"	"			"	"			
C		58	46	58		58	"	"	"	"	"	"	"			"	"			
D		58	46	54		58	"	"	"	"	"	"	"			"	"			
E		58	44	54		58	"	"	"	"	"	"	"			"	"			
F		58	44	52		58	"	"	"	"	3R	"	3 1/8			9	"			
G		58	44	50		58	"	"	"	"	"	"	"			"	"			
H		58	44	50		58	"	"	"	"	"	"	"			"	"			
J		68	44	46		68	"	6"	1"	3 1/2	4R-3R	7/8	3 1/2			12	"			
UPPER DK K	54	82	44	44	54	82	"				4R-3R	1"	4			14	"			
L																				
M																				
N																				
O																				
P																				
Q																				
R																				
S																				
T																				
U																				
V																				
W																				
THICKNESS OF SHEERSTRAKE CLEAR OF LONG BRIDGE DO. OF STRAKE BELOW DBLG. OF Flat Plate Keel																				
" Sheerstrakes Length and thickness.																				
POOP SIDES										38	38	SINGLE	2 1/2	3/4	3-0	2R	3/4	2 1/8		
SHORT BRIDGE SIDES										42	42	DOUBLE	4 1/2	3/4	3-0	2R	3/4	2 1/8		
FORECASTLE SIDES										40	40	SINGLE	2 1/2	3/4	3-0	1R	3/4	2 1/8		

* Where a long bridge is fitted the thickness of Upper Deck Sheerstrake and Strake below should also be stated clear of same.

Upper Deck	Butts, QUAD riveted for	HALF	length amidship.	Butts of Side Stringers	<input checked="" type="checkbox"/>	riveted.
Stringer Plate	Straps, single, double or overlapped for	FULL	length amidship.	" Tie Plates	<input checked="" type="checkbox"/>	riveted.
Second Deck	Butts, TREBLE riveted for	HALF	length amidship.	Inner Bottom Plating, riveting of Edges	SINGLE	Butts 2R
Stringer Plate	Straps, single or overlapped for	FULL	length amidship.	Centre Girder Butts, TREBLE	riveted.	Keelson Butts, <input checked="" type="checkbox"/> riveted.
				Frames, riveted through Plates with	7/8	in. Rivets, about 6 apart.
				Rivets, state whether Iron or Steel	IRON	

IN E & B SPACE & FORE END
 FRAMES extend in one length from TANK MARGIN OR CEN. GIRDER to UPPER DK, POOP DK & FLEDG AS APPROVED State if ordinary or joggled ☒ Joggled.
 ELSEWHERE LONG FRAMING.
 REVERSED FRAMES on floors and frames extend from AS APPROVED State if ordinary or joggled ☒ Joggled.

MASTS, SPARS, &c.

	Material.	Total Length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.		
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.	
LOWER MASTS.....	Fore	STEEL	43'-0"		24 x 50		19 x 30	TWO	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	SINGLE	TREBLE
	Main		46'-0"									
	Mizen											
Bowsprit												
Topmasts, Yards and Remainder of Spars PITCH PINE												
Rigging, Material and Size, Shrouds GAL. S.W. 3 @ 2 1/2 EACH MAST Stays GAL. S.W. FORE STAY 3 1/2; TOPMAST STAY 2 1/2												
Sails.	Suit of											
Sails, and the following spare sails.												

Rpt. 1*.

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.		
			Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.
Framing of L C			TRANSVERSE FRAMING 6" 3/4" 42" ANGLE SPACED 29"														
Frames in Bridge 'tween Decks ...			6 DIAS ^s														
Frames from Uppermost Continuous Deck			7 7/8														
Framing from Awning, Shelter or Upper Deck to Margin Plate.			11														
Channel.			4 1/2 DIAS FOR 11 RIVETS														
12			3 1/2 DIAS														
15			6 DIAS.														
16			4 1/2 DIAS FOR 11 RIVETS.														
17			16														
18			11														
19			16														
20			11														
Spacing of Longitudinal Frames			Do														
Double Bottoms			TRANSVERSE SYSTEM OF FRAMING.														
Tank Top Longitudinals			DOUBLE BOTTOM IN ENG AND BOILER SPACE ONLY.														
Bottom																	
Amidships																	
At Ends...																	
Transverses.			TRANSVERSE FRAMING IN BRIDGE														
In Bridge			FRAMES 6" 3/4" 42" ANGLE SPACED 29"														
'tween Decks			TRANSVERSE IN														
Depth and Thickness			18 x 40														
Face Angles			4 3/2 40														
Lugs to Shell*			3 1/2 3/2 40														
In Awning, Shelter or Upper 'tween Decks.			27 x 46														
Depth and Thickness			6 1/2 4 70														
Face Angles			3 1/2 3/2 40														
Lugs to Shell*			46														
In Hold.			ONE TRANSVERSE IN NO 5, 6, 7, 8 TANKS														
Depth and Thickness			11" 3" SPACING.														
Face Angles			9' 10 1/2														
Lugs to Shell*			46														
Brackets			46														
Spacing of Transverse Frames			Do														
Longitudinal Beams of			TRANSVERSE SYSTEM OF FRAMING.														
Bridge Deck ...			8 3/2 40														
Upper			8 3/2 36														
Second			8 3/2 36														
Third			8 3/2 36														

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.

5c.4.19.—T.

With, or without Freeboard, as condition of Class WITHOUT.

LONGITUDINAL FRAMING

Committee's Minute GLASGOW 1-JUN 1926

Surveyor to Lloyd's Register of Shipping

Damage stated to have been sustained through collision with the quay wall at Victoria Harbour, Greenock, on April 15th 1926.

Vessel placed in dry dock, bottom and rudder examined and recoated.

One plate on 3rd stake below sheerstake and one plate on 4th stake below sheerstake starboard side in way of Nos. 8 & 9 oil tanks, taken off, faired & replaced. One longitudinal taken off faired and refitted. Nos 8 & 9 tanks starboard tested after repair.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 107.5 ft., R.Q.D. ☒ ft., Bridge 35.0 ft., Forecastle 51.0 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ☒

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) 2 DKS (STL) & WEB FRAMES.

Official No. 148,906 ; Signal Letters

State if Machinery is fitted aft YES.

How are the surfaces preserved from oxidation? Inside PORTLAND CEMENT & PAINT CLEAR OF OIL TANKS.

Outside PAINT.

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Fore peak tank, <input checked="" type="checkbox"/>		
Double bottom, under Engines and Boilers, <input checked="" type="checkbox"/>	60.4	123	After peak tank, <input checked="" type="checkbox"/>		81
Double bottom, if under Engines only, <input checked="" type="checkbox"/>			Deep tank, aft, <input checked="" type="checkbox"/>		
Double bottom, if under Boilers only, <input checked="" type="checkbox"/>			Deep tank, forward, <input checked="" type="checkbox"/>		
Double bottom, forward, <input checked="" type="checkbox"/>			Other tanks, if fitted, <input checked="" type="checkbox"/>		
	Total capacity of double bottom	123	(If necessary, furnish further information by sketch.) <input checked="" type="checkbox"/>		

* 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. 3156

Date 17. 6. 25.

No. 370 in builder's yard.

DATE OF SURVEYS
held while building

(1925) Apr. 22. May 6. 13. 20. 25. 29. June 1. 2. 4. 8. 10. 18. 25. July 21. 24. 28. Aug. 4. 5. 10. 12. 18. 20. 27. Sept. 1. 4. 9. 15. 22. 30. Oct. 6. 20. 26. 28. Nov. 8. 12. 16. 19. 30. Dec. 7. 9. 14. 18. 24. (1926) Jan. 7. 11. 13. 21. 25. 29. Feb. 2. 8. 10. 11. 15. 17. 19. 22. 24. 26. Mar. 1. 2. 4. 5. 8. 10. 11. 12. 15. 16. 17. 18. 19. 22. 23. 24. 25. 27. 30. 31. Apr. 1. 2. 5. 7. 8. 13. 14. 15. 23. 26. May 4. 13. 19. 21. 24.

Surveyor's Signature

Kenneth Inglis

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Total No. of Visits 94.