

With or Without Disconnected Erections.

STEEL STEAMER.

Received at London Office *WED DEC. 14 1921*

Date of completion of report

December 1921

Port of *Barrow-in-Furness*

No. 1928

Survey held at *Barrow-in-Furness*

Date, First Survey *3rd March 1920*

Last Survey *7th Decem^r 1921*

On the *Steel* (State if Single, Twin, or Triple Screw)

Motor Vessel

Scottish Maiden

Rig *Schooner*

TONNAGE under

Tonnage Deck *6205.53*

Do. between Tonnage Dk. and 3rd and 4th Dk. *6205.53*

Total under Upper Dk. *6205.53*

Do. of Poop *239.66*

Do. of R.Q.Dk. *41.12*

Do. of Bridge House *94.60*

Do. of Forecastle *169.83*

Do. of Houses on Dk. *242.51*

Do. of excess of Hatchways *6993.25*

Gross Tonnage *368.141*

Less Crew Space *6993.25*

Less above Crown of Engine Room *2237.84*

TONNAGE FOR FEES *360.83*

Less Engine Room *4036.17*

Less Navigation Spaces *4036.17*

CLASS *100. A.1.*

FEET.

Master *✓*

Year of appointment *1921*

Built at *Barrow-in-Furness*

When built *1921* Launched *7th July 1921*

By whom built *Vickers L^d*

Owners *Tankers L^d*

Managers *D^o*
(Where necessary to be entered in Reg. Book.)

Residence *London*

Port belonging to *London*

Destined Voyage *Gulf of Mexico* Surveyed while Building, Afloat, or in Dry Dock *✓* Built under Special Survey

Length on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid
<i>425</i>	<i>3 1/2</i>		<i>56</i>	<i>8</i>		<i>33</i>	<i>2 1/2</i>		<i>Two</i>

Dimensions of Ship per Register, Length <i>425.3</i> breadth <i>57.0</i> depth <i>33.2</i>	Moulded depth, ft. <i>33</i> ins. <i>0</i>	To Bridge Dk. Round of Upper Dk. Beam, Actual <i>14 1/2</i> ins.
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FRAMING.				PILLARS.			
	Inches in Ship.	Inches in Ship.	Inches in Ship.		Inches in Ship.	Inches in Ship.	Inches in Ship.
FRAME, Angles, or C or L Bars amidships	Longitudinal Framing.			PILLARS In 'tween Deck, size and spacing	Centre Line Bulkhead		
Do. in peak	8	3	37 1/2	" " Hold	D.O. D.O.		
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	44	" Quarter 'tween Dks.,	Transverse Side Plating		
Fore Hold (Double) at intermdt. Bkts.	3 1/2	3 1/2	40	" " in Hold			
Spacing of Frames from centre to centre amidships				KEELSONS & STRINGERS.			
" " " length to Collision bulkhead	Longitudinal Framing			CENTRE LINE KEELSON, Vertical Plates above	Inches in Ship.	Inches in Ship.	Inches in Ship.
" " " " in peak	24		24	floor, Through Plate, or Intercoastal Plate			
EVERSED FRAME, Angles	Longitudinal Framing			" " " " " " " "			
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	44	" " " " " " " "			
" " " at intermdt. Bkts.				" " " " " " " "			
FRAMING, depth of girder	Longitudinal Framing			" " " " " " " "			
DOORS, depth and thickness of Floor Plate	Fore Hold. 40			" " " " " " " "			
at mid line for 1 length amidships	Flanged 3 in top + spaced 2 1/2 in			" " " " " " " "			
in way of Engine and Boiler Spaces				" " " " " " " "			
thickness at the ends of vessel	40			" " " " " " " "			
depth at 1/2 the half breadth, as per Rule				" " " " " " " "			
height extended at the Bilges	42			" " " " " " " "			
DOORS in Cell. Double Bottoms	42			" " " " " " " "			
" state if flanged (top & bottom)	No			" " " " " " " "			
Spacing of Solid floors	2 1/2			" " " " " " " "			
ENTRE GIRDER, in Dbl. bottom, dpth. & thcknss.	70			" " " " " " " "			
" " Angles, Top	Double 3 1/2			" " " " " " " "			
" " Bottom	Double 4 1/2			" " " " " " " "			
" " to Floors	6			" " " " " " " "			
Brackets at intermdt. frmg., with & thcknss	3			" " " " " " " "			
IDE GIRDERS, number on each side & thickness	Three 42			" " " " " " " "			
" state if flanged (top and bottom)	No			" " " " " " " "			
" Angles (top and bottom)	3 1/2			" " " " " " " "			
" " to Floors	3			" " " " " " " "			
MARGIN PLATE, depth (exclusive of flange) and thickness	6			" " " " " " " "			
" Angle to Outside Plating	60			" " " " " " " "			
" " Floors	6			" " " " " " " "			
Brackets at intermdt. frmg., with & thcknss	3			" " " " " " " "			
Height of Outside Brackets above at bilge	45			" " " " " " " "			
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	45			" " " " " " " "			
" " " in Engine and Boiler space	50			" " " " " " " "			
" " " Remainder in Holds	50			" " " " " " " "			
BEAMS, Upper Deck, Single Angle, Bulb	10 1/2			" " " " " " " "			
4. Peak Angle, Plate, Tee Bulb, or Channel	3 1/2			" " " " " " " "			
In way of Long Bridge	24			" " " " " " " "			
Spacing	8			" " " " " " " "			
BEAMS, Second Deck, Single Angle, Bulb	3			" " " " " " " "			
4. Peak Angle, Plate, Tee Bulb, or Channel	42			" " " " " " " "			
Spacing	24			" " " " " " " "			
BEAMS, Third and Fourth Deck, Single Angle, Bulb	8			" " " " " " " "			
Angle, Plate, Tee Bulb, or Channel	46			" " " " " " " "			
Angles on upper edge	24			" " " " " " " "			
Spacing	24			" " " " " " " "			
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8			" " " " " " " "			
Angles on upper edge	24			" " " " " " " "			
Spacing	24			" " " " " " " "			
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	10			" " " " " " " "			
Angles on upper edge	26 1/2 - 28			" " " " " " " "			
Spacing	26 1/2 - 28			" " " " " " " "			

[illegible]

EQUIPMENT No.				LETTER				ANCHORS.				TONNAGE U.D.K. OR PLATING NO. FOR TRAWLERS			
Number of Certificate.		Anchors.		WEIGHT, EX STOCK		WEIGHT OF STOCK		TEST PER CERTIFICATE		WEIGHT REQUIRED BY TABLE 31.		Description of Anchor		Makers.	Where and when tested and Superintendent.
Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwt.	qrs.	lbs.	Cwts.	qrs.	lbs.	D°	"	"
26799	1st Bower	75	2	14	Stockless	56	15	0	0	68	0	0	Bryer's Stockless	No stated	J.P.H.S. 4-8-21 S. Hoffmann.
26267	2nd "	75	2	14	D°	56	15	0	0	68	0	0	D°	"	24-10-20 *
26289	3rd "	64	1	21	D°	50	15	0	0	58	2	0	D°	"	1-12-20 "
4th "	Collective weight,	215	2	21						194	2	0			
55173	Stream	19	1	0	4	3	8	20	1	3	14	19	0	Common	D° J.P.H.T. 20-8-20.
55174	Kedge	8	0	7	2	0	7	10	2	2	0	-	-	-	D° " " 4-6-20 "

CHAIN CABLES.										HAWRSER AND WARPS.												
Number of Certificate.		Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length 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 Twine.		Length and Size per Table 31.		
Pathoms.	In.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Fathoms.	In.	Length.	Cir.	Pathoms.	In.	Length.	Cir.	Pathoms.	In.	Length.	Cir.
56173	1052	2 1/8	96 5/16	134 5/16	283	2 1/8	280	1 1/8	270	3 1/8	Eagle of Dudley's	J.P.H.T. 30-7-21	TOWLINE WIRE	120	5 1/2	65	26	2-90	8			
56042	165	2 1/8	96 5/16	134 5/16	283	2 1/8	280	1 1/8	270	3 1/8	Round Cable Works Ltd	2° 30-4-21 D°	HAWSESWARPS	2-90	3 1/2	12 1/2	2-90	7				
Iron-Straw	270	2 1/8	96 5/16	134 5/16	283	2 1/8	280	1 1/8	270	3 1/8	Steel Ropes	certified by overboard test	Manilla	2-90	8	12 1/2	2-90	7				

Boats Lifeboats 23'0"

Pumps Number One steam pump for workable by hand Steering Gear Williams Jones Steering Gear Hand (Emergency) as per plans.

Windlass Messrs Napier Bros & Co Capstan ✓ State whether they are in efficient working order Yes.

Engine Room Skylights.—How constructed? Steel plates tangles. What arrangements for deadlights in bad weather? Steel flaps & bullseyes

Coal Bunker Openings.—How constructed? ✓ How are lids secured? Height above deck? ✓

Number of Scupperns, and numbers and dimensions of Freeing Ports, &c. 5 Scupperns & 5 freeing Ports each side 3'10"x1'4".

Ceiling in Holds, thickness and material None. Cargo Battens, thickness and material Corrugated Iron 3"x1/4" in fore hold.

Cargo Hatchways.—How formed? Steel plates t angles Hatches, If strong and efficient? Yes

State size No. 1 Hatch (Forward) 6'0"x10'0". No. 2 Hatch (Aft) 6'0"x3'9". No. 3 Hatch (Summer Bank) 6'0"x6'6" No. 4 Hatch 6'0"x6'6"x2'10"x3'6".

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch No. 1 Hatch = one fore taper.

No. of Breasthooks Twelve No. of Crutches Deep floors.

Bulkheads, height above deck and description 3'6"x30 plate & rails 7 Stanchions Main Rail, material and size 6x3x40 B.C.

The foregoing is a correct description: OR VICKERS LIMITED.

Builder's Signature (here only) John Reid Surveyor's Signature per pro John Whitehead, Thomas S. Skelt.

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) 1920 Jan 23^d May 1st June 7th Sept 30th Octo^r 29 Nov 1st, 1921:—Jan 17th Feb 2nd 4th Mar 23^d May 1st.

Workmanship. Are the butts of plating planed or otherwise fitted? Planed & overlapped.

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 faying surfaces? Yes.

Do any rivets break into or through the seams or butts of the plating? Very few.

Are the butts of Plating, Stringers, &c., properly shifted and strapped? Or lapped? 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.) This vessel has been constructed in accordance with the approved plans. The Secretary's Letters as indicated above & in other respects in conformity with the Society's Rules & Regulations. The material & workmanship are good! All the cargo oil tanks, summer banks, oil fuel burners, reserve oil tanks, settling tanks, coffee dams, deep bank & lubricating oil tanks, also the F.W. tanks & the peak tanks have all been tested as required by the Rules & found satisfactory. The requirements of Section 49 of the Rules have been carried out. The freeboard assigned in the Secretary's Letter dated 18th August 1921, has been duly marked & verified on the vessels side. Barrow Report No 1912. A plan of the engine seating as built & afterwards strengthened is enclosed. The approved plans of this vessel (thin number) No 27-40 inclusive are enclosed which should be returned to this office for the construction of the duplicate vessels Nos 582 & 3. The remainder of the approved plans are in the London Office. This is a duplicate vessel to Messrs Vickers No 580. Scottish Standard. Barrow Report No 1918. 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		Fees applied for,	
£	S	£	S
10	0 : 0	19	Received by me,
562	4 : 9	22	12
12	0 : 0	19	Freeboard

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

I am of opinion this Vessel should be Classed * 100 A.I. Carrying petrol lamp bulbs

With or without Freeboard, as condition of Class

The owners have asked to be supplied with 2 copies of The Classification Certificate. Certificate to be sent to Barrow Date of issue 28/12/21

per pro John Whitehead, Thomas S. Skelt. Self-Surveyor to Lloyd's Register of Shipping.

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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.				
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.			
Framing																						
Frames in Bridge 'tween Decks...		6	3	36	7	3	36	6	3	36	7	3	36	7	3	36						
Frames from Uppermost Continuous Deck		9	3 1/2	44	9	3 1/2	44	9	3 1/2	44	9	3 1/2	44	9	3 1/2	44						
No. 1																						
" 2																						
" 3																						
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Spacing of Longitudinal Frames		Amidships			At Ends			Amidships			At Ends											
Double Bottoms		Tank Top Longitudinals			Bottom			Engine Room Double Bottom = Transverse Framing.			Bottom of deep ballast tank @ fore end = D°.											
Spacing of Longitudinals		Amidships			At Ends																	
Transverses.		Poop & E.R.			Poop & E.R.			Rivets in Lugs to Shell Diam. Speng.														
In Bridge 'tween Decks		Depth and Thickness			14			38			14			38								
		Face Angles			3 1/2			3 1/2			3 1/2			3 1/2								
		Lugs to Shell*			3 1/2			3 1/2			3 1/2			3 1/2								
In Awning, Shelter or Upper 'tween Decks.		Depth and Thickness			18			40			18			40								
		Face Angles			3 1/2			3 1/2			3 1/2			3 1/2								
		Lugs to Shell*			3 1/2			3 1/2			3 1/2			3 1/2								
In Hold.		Depth and Thickness			35			48			35			48								
		Face Angles			7			3 1/2			7			3 1/2								
		Lugs to Shell*			6			6			6			6								
Top & bottom		Brackets Flanged			40			40			40			40								
Spacing of Transverse Frames		9'0" - 10'6"			11'0"			9'0" - 10'6"			11'0"											
* State if joggled or liners.																						
Longitudinal Beams of		Bridge Deck			6			3			36			6			3			36		
		Avg. or Shldr. Dk.																				
		Upper			7			3			38			7			3			38		
		Second			8			3			37 1/2			8			3			37 1/2		
		Third																				
Transverse Beams.		In Ship.			As approved.			In Ship.			As approved.											
		Plate.			Angles.			Plate.			Angles.											
		10x38			6x3x50			10x38			6x3x50											
		11x40			8x3x40			11x40			8x3x40											
		18x40			Flanged			18x40			Flanged											
		20x40			7x3x40			20x40			7x3x40											
		0.2			0.2			0.2			0.2											

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.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 108'64" ft., R.Q.D. ft., Bridge 34'25" ft., Forecastle 50'4" 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 D° (30°) + web frames. Longitudinal framing.

Official No. 146198; Signal Letters. State if Machinery is fitted aft Yes.
How are the surfaces preserved from oxidation? Inside Hold, copper damper machine, space outside, paint. Peates, D.B. + lower part of machinery space = Bitumasthe.

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

Where Fitted.	*Length.	Water Capacity.	Where Fitted.	*Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,			Fore peak tank,		175
Double bottom, under Engines and Boilers,			After peak tank,		55
Double bottom, if under Engines only,	61.7	281	Deep tank, aft,	30.62	333
Double bottom, if under Boilers only,			Deep tank, forward,	5.86	34
Double bottom, forward,			Other tanks, if fitted,		
	Total capacity of double bottom	281.	(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. 1920:—Max. 3.12.19. Apr. 7.15. May 18. June 1.2.4.8.16. July 2.6.13.21. Aug 11.12.17.18.19.20.23. Sep. 1.10.17.20.22. 27.30. Oct. 1.5.7.12.14.19.20.22. 23.26.28. Nov. 1.11.17.18.22.23.24.25.30. Dec. 2.3.7.9.14.15.17.20.22. 1921:—Jan. 4.7.11.14.17.19.22.25.26. Feb. 2.7.10.14.17.22.25.28. Mar. 4.17.21.24.31. Apr. 2.5.8.12.14.16.18.19.20.22.23.25.27. May 3.4.5.6.11.12.17.18.20.24.25.26.27.31. June 1.2.3.4.6.7.8.9.10.13.14. Total No. of Visits 10
15.16.17.18.20.21.22.23.24.27.28.29. July 1.4.6.7.8.12.15.27.28.29. Aug 9.16.23.25.29.30.31. Sep. 8.14.20.28. Oct. 6.25.27. Nov. 7.9.14.16.22.25. Dec 7.

Surveyor's Signature per pro John Whitehead, Thomas S. S. & self.

Lloyd's Register Foundation