

State of Report has been sent on the Freeboard of the Vessel *no*

State of Report is sent on the Machinery of the Vessel *yes*

Date of completion of report *2<sup>nd</sup> May 1931* Port of *Dundee* No. *8754*

Survey held at *Dundee* Date First Survey *26<sup>th</sup> Aug. 1930* Last Survey *1<sup>st</sup> May 1931*

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *TWIN SCREW M/V. "BRALANTA"* MACHINERY FITTED AFT.

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full scantling Tanker.* State Type of Erections *Poop & Tail*

TONNAGE under Tonnage Deck... CLASS *100 A 1.* State if with freeboard as condition of Class *no*

Do. of space or spaces between Tonnage Dk. and Upper Dk. *See li. attached* Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *as approved. L 49.83*

Total *7534.43* Breadth (greatest moulded) *B 59.00*

Gross Tonnage *8215.30* Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 35.50*

Register Tonnage *4867.82* 1st Longitudinal Number (L x D) *= 15969*

2nd Numeral L x (B + D) *= 42509*

REGISTERED DIMENSIONS. FEET. Framing Depth "d," at middle of length. See Sec. 3 (1d) *✓*

Length *451.1* Proportions—Depth to Length—Uppermost continuous deck to top of keel *12.67*

Breadth *59.2* Do. Long Bridge to top of keel *✓*

Depth *35.9* Draught Moulded *✓*

Built at *Dundee*

Launched *16<sup>th</sup> April 1931* Yard No. *336*

Builders *The Glasgow S. & E. Co. Ltd.*

Owners *Not known*

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

Residence *✓*

Port of Registry *✓*

If surveyed while building, afloat, or in dry dock *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	32 $\frac{1}{2}$ "		Bracket Floors, Frame	✓	
" " from $\frac{3}{4}$ length to Collision bulkhead	26 $\frac{1}{2}$ "		" " Reversed Frame	✓	
" " in peaks	24"		" " Vertical Struts	✓	
DE FRAMING.			Centre Girder, depth and thickness amidships	78 $\frac{3}{4}$ " x 43"	
Frame Amidships, Angle <i>E</i> or <i>F</i>	250 90 11 $\frac{7}{8}$ "		" " top Angles <i>double</i>	90 90 12.5 $\frac{7}{8}$ "	
" " Extends up to	upper deck		" " bottom Angles <i>double</i>	100 90 14 $\frac{7}{8}$ "	
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness <i>See</i>	59"	
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	53"	
Depth of Framing Girder	250 $\frac{7}{8}$ "		" " Vertical Angle to Tank side	150 150 13 $\frac{7}{8}$ "	
Frames in Uppermost Continuous 'tween Decks, Angle <i>E</i> or <i>F</i>	✓		" " Bracket abaft $\frac{1}{2}$ len. from stem	90 90 15 $\frac{7}{8}$ "	
" " Second 'tween Decks, Angle <i>E</i> or <i>F</i>	✓		" " Vertical Angle to Tank side	double from 24 $\frac{7}{8}$ "	
" " Third " " "	✓		" " Bracket forward $\frac{1}{2}$ len. from stem	✓	
Framing in Peaks, Angle or <i>F</i>	230 90 11 $\frac{7}{8}$ "		" " Gussots, spacing and scantling abaft $\frac{1}{2}$ len. from stem	✓	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	Multiple riveting size & spacing as per approved plan.		" " Gussots, spacing and scantling forward $\frac{1}{2}$ len. from stem	✓	
State if Frame Joggled	Yes.		Tank Side Brackets, height above base line at toe of Frame and thickness	4 $\frac{7}{8}$ " flanges 3 $\frac{1}{2}$ "	
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	Deep B.A. frames to side stringers etc. as per approved plan.		INNER BOTTOM PLATING, in Engine Space.		
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Double frames to shell plating, extra internal diagonal riveting etc. as per approved plan.		Breadth and thickness of Middle Line Strake	117 $\frac{1}{4}$ " x 53"	
ANGLE BOTTOM, in C. oil Cargo tanks			Thickness of remainder in <i>Holds engine space</i>	53"	
Frame Depth and thickness at mid-line in oil Cargo Holds 280 x 90 x 12 $\frac{7}{8}$ B.A.	Across bottom from long B.L. to long B.L. and brackets to same 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 oil Bunkers and Boiler Room?	Yes	
Height of Brackets at side above base line at toe of frame	to same as per approved plan.		BEAMS.		
Middle Line Keelson, on Floors, Angles <i>E</i> or <i>F</i> (is Double)	230 90 13.5 $\frac{7}{8}$ " fits horizontally on top of this plate		Uppermost Continuous Deck, amidships in side Oil Cargo Tanks in Wells, Angle <i>E</i> or <i>F</i>	200 90 11.5 $\frac{7}{8}$ "	
" " Through Plate or Intercoastal Plate	66" x 50"		" " in way of Bridge, Angle <i>E</i> or <i>F</i>	200 90 10.5 $\frac{7}{8}$ "	
" " Foundation Plate on Floors			Spacing	32 $\frac{1}{2}$ "	
" " Flat Plate Keel Angles	150 150 13 $\frac{7}{8}$ " fits transversely.		Second Deck, amidships, Angle <i>E</i> or <i>F</i>	✓	
Side Keelsons, No. each side <i>one fitted with</i>	12 $\frac{1}{2}$ x 4 x 625 B.A.		Spacing	✓	
" " Depth thickness of Intercoastal Plate	66" x 50"		Third Deck, amidships, Angle <i>E</i> or <i>F</i>	✓	
" " Angles <i>to shell single</i>	150 150 13 $\frac{7}{8}$ "		Spacing	✓	
" " " <i>double for 3 ft spaces each side of transverse B.L.</i>			Fourth Deck, amidships, Angle <i>E</i> or <i>F</i>	✓	
DOUBLE BOTTOM, <i>aft under engine</i>			Spacing	✓	
Solid Floors, thickness and spacing	43" 32 $\frac{1}{2}$ "		Poop Deck, Angle <i>E</i> or <i>F</i> 230 x 90 x 12.5 $\frac{7}{8}$	200 75 11 $\frac{7}{8}$ "	
" " Are Frame and Reversed Frame joggled?	Yes		Spacing	32 $\frac{1}{2}$ " 24"	
Bracket Floors, breadth and thickness at middle line	✓		Bridge Deck, Angle <i>E</i> or <i>F</i>	✓	
" " breadth and thickness at margin plate	✓		Spacing	✓	
			Forecastle Deck, Angle <i>E</i> or <i>F</i>	200 75 9 $\frac{7}{8}$ "	
			Spacing	26 $\frac{1}{2}$ and 24"	



PILLARS AND DECKS.			
		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
<b>PILLARS, Foundations in Engine Space.</b>	Built pillars for double channels		
" in 'tween Decks, Size and Spacing.	180x8x70x117. Spacing etc. as per approved plan. 9' aft end framing		
" " " "			
" in Hold forward.	Built pillars for single channels		
" " " "	180x8x70x117. as per approved plan. 32' forward		
<b>LONGITUDINAL Centre Line Bulkhead, 15'11 1/2' off P.O.</b>			
Stiffeners and Spacing	220x9. 80x12. 32' apart. and 3' from aft stringers as per approved plan.		
Plating, thickness of	51-70" Top plate 43"		
<b>STRINGERS AND DECKS.</b>			
<b>Uppermost Continuous Deck.</b>			
Stringer Plate, breadth and thickness in Wells	63 1/2" .93"		
" " " " in way of Bridge	✓		
" Angle in Wells	160 160 24 1/2"		
Thickness of Plating abreast Deck openings in way of Wells	24x10 A & D = .47" B & C = .79"		
Thickness of Plating abreast Deck openings in way of Bridge	✓		
Thickness of Plating within line of openings.	✓		
If Sheathed, material and thickness	✓		
<b>Second Deck.</b>			
Stringer Plate, breadth and thickness in Wells.	✓		
Stringer Plate, breadth and thickness in way of Bridge	✓		
Thickness of Plating abreast Deck openings in way of Wells	✓		
Thickness of Plating abreast Deck openings in way of Bridge	✓		
Thickness of Plating within line of openings.	✓		
If Sheathed, material and thickness	✓		
<b>Third Deck.</b>			
Stringer Plate, breadth and thickness	✓		
If Plated, state thickness.	✓		
<b>Fourth Deck.</b>			
Stringer Plate, breadth and thickness	✓		
If Plated, state thickness	✓		
<b>Poop Deck.</b>			
Stringer Plate, breadth and thickness	mean 57" x .36"		
Plating, Sheathing, material and thickness	26" Sheath with 5x2 1/2" O. Pine		
<b>Bridge Deck.</b>			
Stringer Plate, breadth and thickness	✓		
Plating, Sheathing, material and thickness	✓		
<b>Forecastle Deck.</b>			
Stringer Plate, breadth and thickness	mean 60" x .36"		
Plating, Sheathing, material and thickness	.36" - .67" under stringers		

SCANTLINGS.				EDGES.		RIVETING.								
AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.		State if jogged? <i>no.</i>		BUTTS.						
AMIDSHIPS.		FORWARD.		AFT.		RIVETS.		No. OF ROWS OF RIVETS.		RIVETS.		STRAINED OR LAPPED.		
Breadth.	Thickness.	Thickness.	Thickness.			SINGLE OR DOUBLE.	Diam.	Spacing cr. to cr.			Diam.	Spacing cr. to cr.		
inches.	inches.	inches.	inches.				inches.	inches.			inches.	inches.		
<i>A. B &amp; C "Strakes found midship thickness maintained to rule position of collision bulkhead."</i>														
FLAT PLATE KEEL .....	80"	1.00"	.79"	.79"		Double	1"	4 1/2"	Irregular	1 1/8"	4 1/2"	Double Straps		
<i>" DELG. (if any)</i>														
BOTTOM PLATING, No. of Strakes <i>4. A. B. C. D.</i>	$\left\{ \begin{array}{l} "A" .75" \times 8' .69" \times 8' .65" \\ "B, C, D" .67" \times 8' .63" \times 8' .59" \end{array} \right\} \times = \text{Strakes}$					Double	7/8"	3 1/4"	$\left\{ \begin{array}{l} \text{Irregular "A"} \\ \text{Irregular "B, C, D"} \end{array} \right.$	1"	3 1/2"	$\left\{ \begin{array}{l} \text{Double Straps} \\ \text{Double Straps} \end{array} \right.$		
BILGE PLATING, No. of Strakes <i>unk. ... F. G. H.</i>	.69"	.59"	.65"			"	"	"	Quad	7/8"	3 1/2"	overlapped.		
SIDE PLATING, No. of Strakes <i>3. ... F. G. H.</i>	.65"	.47"	F = .65"	G. H. = .47"		"	"	"	"	"	"	" "		
UPPER DECK, Sheer-strake <i>in Wells</i> .....	1.05"	.47"	.47"			"	1"	4 1/2"	Irregular	1 1/8"	4 3/8"	Double Straps		
UPPER DECK, Sheer-strake <i>in Bridge</i> ...	-	-	1.23"			"	"	"	"	"	"	" "		
STRAKE BELOW SHEER-strake <i>at break of poop</i> ...	.75"	.47"	.47"			"	7/8"	3 1/4"	Quad.	1"	4"	overlapped.		
STRAKE BELOW SHEER-strake <i>in Wells</i> .....	-	-	-			-	-	-	-	-	-	-		
STRAKE BELOW SHEER-strake <i>in Bridge</i> ...	-	-	-			-	-	-	-	-	-	-		
POOP SIDE PLATING .....	-	-	.39"	.55" at break, landing carried down to level of upper deck stringer		Single	3/4"	3"	Double	3/4"	2 5/8"	overlapped		
BALANCE SIDE PLATING ..	-	-	-			-	-	-	-	-	-	-		
FORECASTLE SIDE PLATING	-	.41"	-			Single	3/4"	3"	Single	3/4"	2 5/8"	"		

*Alas*

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c) *As per approved*

\_\_\_\_\_ Deck next below. *profile and deck plan.*

As per Rule \_\_\_\_\_

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, <del>how</del> flat plate .....				
STEM 10 x 2 $\frac{1}{2}$ " Rolled bar				
STERN FRAME { Propeller Post Rudder Post ..... Casting		<p>MEISS RUHRSTAHL A.-G. STAHLWERK KRIEGER, OF DÜSSELDORF.</p>		
RUDDER—A × D .....				
Speed of Vessel... 11.5 knots				
RUDDER mainpiece at head .....				
" " heel .....		Casting as per approved plan.	MEISS BOCHUMER VEREIN OF BOCHUM.	
how constructed .....		Bast steel rudder frame 11.5' plating 2 in. rivets and tapes on to rudder frame as per approved rudder plan.		
double <del>or</del> single plate coupling, vertical or horizontal, fitted with 6.955' bolts				

30 Sept.  
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Stitchhoffnungshütte Oberhausen*  
*Aktien-Gesellschaft Oberhausen. Vereinigte Stahlwerke Aktien-Gesellschaft Dortmund Union-Härderei*  
*Reich. D. Kolville & Söhne R.D. etc. Please see also annex note previously forwarded with sister vessels reports*  
Has the Steel been tested as required by the Rules? *yes. Open hearth process.*

EQUIPMENT No. 43879										LETTER <sup>CT</sup> <del>Approved</del>		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.				
92319	1st Bower	73	3	14	Stockless	55	15	0	0	73½	Hingley Challenge Type	1. Hingley & Sons L.	LPHN. 17.2.31. H. Green
92318	2nd "	73	1	10	"	55	10	0	0	73½	"	"	LPHN. 17.2.31. H. Green
92317	3rd "	73	0	21	"	55	10	0	0	73½	"	"	LPHN. 17.2.31. H. Green
	Collective weight.	220	1	17						219¾			
92336	Stream	22	0	24	5 2 11	22	11	1	0	27½	Ordinary forer 4.1.	1. Hingley & Sons L.	LPHN. 25.2.31. H. Green.

  

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.	Stations.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.	Length.	Cir.
86236	150	2 1/8"	106 3/4	149 5/8	446.0.12	890 1/4	300	2 1/8"	Steel Link	1. Hingley & Sons L.	LPHN. 20.2.31. H. Green	TOWLINE	130	5 3/4"	105	130	5 3/4"		
86229	150	2 1/8"	106 3/4	149 5/8	445.3.6	891.3.18			"	"	LPHN. 13.2.31. H. Green	HAWSE & WARPS	100	2 1/2"	22	100	2 1/2"		
													90	3"	26.2	100	2 1/2"		
120	5"	-	73				120	5"											

  

Steering Gear, Steam Wilson Pirrie Type made by Harland & Wolff, Glasgow. Steering Gear, Hand Relieving tackle blocks let to wind on poop deck.

Boats 2 off 26'0" x 8'0" x 3'3" Steering Chains, Size and Test. Direct acting Windlass Steam by Helsingborgs Caisa & Söner, Helsingborg.

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

W.T. Cargo Hatchway (Upper Deck) one. Thickness of Hatchway Cover 39. Stiffeners with 5 1/2" x 3" x 39" or spaced about 2'0" apart. Secured down by screw down toggles 15" apart.

Size of Hatchway (Forward) 6'8" x 9'10 1/2" No. 2 No. 3 No. 4 No. 5 No. 6

Number of Shifting Beams and/or Fore and Afters 0. T. Hatchway to each of the Cargo oil tanks at upper decks 5. 7 1/4" x 28 1/4" 0.7. Covers 50' with grooved hump gasket joint fitted in channels rivets to cover and secured by screw down toggles 13 1/2" apart.

THE CALEDON SHIPBUILDING & ENGINEERING CO. LTD.

Builder's Signature

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel yes. (b) whether the vessel, not being  
an oil tanker, is fitted for carrying oil as cargo yes. tanker. The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

(a) In wing tanks P.T.S. frs. 34-42. double bottom tanks P.T.S. frs 33-42 and in deep tanks forward P.T.S. frs 147-160.

F.P. above 150° F.

This vessel has been built in accordance with the Secretary's letter of instructions, the approved plans and in general conformity with the Society's Rules for the class contemplated.

The workmanship and materials employed during the construction are of good quality.

The whole of the oil cargo tanks, oil fuel bunkers, fore and aft peak tanks, double bottom tanks, deep tanks forward. Weather decks pump. have been tested in accordance with the Rules requirements.

A preliminary trial of the steering gears and windlass were found satisfactory.

The scantlings and arrangements at fore and aft ends class of the oil tanks are in accordance with the approved plans.

Plan of midship section, as built, together with 3 approved plans. namely:- Rudder plan. Elevation of bulwark in way of midship house. and 4'0" Cast steel Quadrant tiller 3'9" Rudder brake, and

P.T.O

The amount of Entry Fee ..... £ 11 : - : -

Special Survey Fee.... £ 608 : 1 : 3  
(Includes £ 30.18/- for Port &c).

Travelling Expenses, if any £ :

Fees applied for,  
1. 7. 1931

Received by me,  
21. 7. 1931

I am of opinion the Vessel should be Classed  $\pm$  100 A1. Carrying Petroleum in bulk.

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

all Certificate to be sent to Dundee. Date of issue 21/8/31.

Signature J. S. Hamilton  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 24 JUL 1931 FRI. 12 FEB. 1932

Character assigned +100A1 on Exp. 8409  
Barium nitrate in salt

+ L. Mc. 7.31 C.L.

Wife *Wife* Lloyd's A. & C. Deling. 200. 100. 100.

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Lloyd's Register  
Foundation



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.)

and Casting of jacking reports, and advice notes forwarded herewith. Please see also approved plans, advice notes, etc. previously enclosed with reports on Sister Vessel. The vessel has proceeded to Gothenburg where the main and auxy. machinery will be fitted on board and tried under working conditions.

To complete the Special Survey the following remain to be done.

Cranes over machinery spaces to be closed. Ceiling repainting in forward hold to be done to deck for cleaning & painting, etc. Barge suction, steering gears, anchors, windlass, to be tested under working conditions.

The Swedish surveyors have been notified.

Sister Vessels:— M/V. "FOSNA" Dunder report N° 8738.

M/V. "SKOTAAS" " " N° 8746

M/V. "KALMIA" " " N° 8749

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	45.3.14	D.C.B.	3274	30.12.30
	2nd "	45.2.5	D.C.B.	3275	30.12.30
	3rd "	44.3.21	D.C.B.	3276	30.12.30.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 95.71 ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle 36.75 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) One deck (Stt)

Official No. ✓ ; Signal Letters ✓ Is bottom of Vessel coated with cement no. if not give particulars of composition Cement in fore & aft peak tanks only. Bitumastic enamel in fore water tank.

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. S.W. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. S.W. Tons.
Double bottom, aft, under engines frs. 16-42	70.41	279.1	Fore peak tank, w. B.	24.08	113.8
Double bottom, under Engines and Boilers,	✓	✓	After peak tank, w. B.	28.00	247.8
Double bottom, if under Engines only,	✓	✓	Deep tank, aft,	✓	✓
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward, o. or w. B. frs. 147-160	28.70	469.9
Double bottom, forward,	✓	✓	Other tanks, if fitted, oil fuel wing bunkers frs. 34-42	21.66	472.6
Total capacity of double bottom		279.1	(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. 980

Date 14/2/30

Dates of Surveys held while building

Aug. 1930. 26.27.29, Sept. 2.9.10.12.19.22.23.24.25.26.30. Oct. 1.2.3.4.15.16.17.20.21.22.23.27.28.29.30. 31.  
Nov. 3.5.12.19.20.21.24.25.26.27.28. Dec. 3.4.9.10.11.12.13.14.22.23.24.25.29.30. Jan. 1931. 7.8.9.12.13.15.16.20.  
22.23.26.27.28. Feb. 2.3.4.5.9.10.11.12.13.17.18.22.23.24.25.26.27.28.29. Mar. 3.4.5.6.7.9.10.11.12.16.17.19.20.23.24.25.26.27.30.31.  
Apr. 1.2.3.4.6.7.8.9.10.14.15.16.17.20.22.23.24.28.29. May. 1.

Total No. of Visits 124.