

~~Awning or Shelter Deck,~~
~~or Pt. Awning Deck.~~

STEEL STEAMER.

No. 41518

State if Report is also sent on the Machinery of the Vessel YES

Port of GLASGOW Date of completion of Report 26.11.21 Received at London Office 26.11.21
Survey held at ARDROSSAN Date, First Survey 3.9.19 Last Survey 18.11.1921
On the (State if Single, Twin, or Triple Screw) SINGLE SCREW SS "KENMARE" Rig SCHOONER

TONNAGE under Tonnage Deck...
Do. between Tonnage Dk. and 3rd, 4th, or Awning Dk.
Total under Upper Dk. 1143.42
Do. of Poop...
Do. of R. Qr. Dk.
Do. of Bridge Houses 195.64
Do. of Forecastles 165.38
Do. of Houses on Deck 116.04
Do. of excess of Hatchways 3.92
Do. above Crown of Engine Room 57.21
Gross Tonnage 1674.61
Less Crew Space 100.86
Less above Crown of Engine Room 1675
TONNAGE FOR FEES...
ine Room 848.40
igation Spaces 31.21
CLASS *100 A1 SHELTER Dk FEET.
Breadth (greatest moulded) (WITH FREEBOARD) 37.66
Depth, at middle of length from top of keel to top of beams at side of uppermost Continuous Deck 25.66
Deduct height of 'tween deck when this does not exceed 8ft. 7.41
Transverse Number 55.91
Length on deck from fore part of stem to after part of sternpost 274.00
Longitudinal Number 15319
Depth "d" at middle of length. See Secs. 2 & 13 7.92 & 15.33
Proportions, Depths to Length, Uppermost Continuous Deck at side to top of keel 10.68
" " " Upper Deck at side to top of keel 15.00
Master
Year of Appointment (1) As Master in service of owner of present vessel: -191
(2) As Master of this vessel: -191
Built at ARDROSSAN
When built 1921 Launched 24.2.21
By whom built ARDROSSAN DD & SBC LTD
Owners CITY OF CORK STEAM PACKET CO
Managers COAST LINES LTD
(Where necessary to be entered in Reg. Book.)
Residence LONDON
Port belonging to CORK

Destined Voyage CORK If Surveyed while Building YES
No. of Decks with flat laid 2
No. of Tiers of Beams 3
Length 274.5 breadth 37.42 depth 17.2 Upper Deck. Moulded depth, ft. 18 ins. 3 To Upper Dk.
Moulded depth, ft. 25 ins. 8 To Awning or Shelter Dk. Round up of Uppermost Dk. Beam, Actual 9 1/2 ins.

FRAMING.				PILLARS.			
Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Angles, or E or L Bars, amidships	4 1/2	3 1/2	3 1/2	PILLARS, In 'tween Deck, size and spacing	2 1/2	2 1/2	OR AS APPROVED.
peaks	5 1/2	3	4 0	" " Hold	3 1/2	4 6	3 1/2 4 6
way of Double Bottoms at Solid Floors	3 1/2	3	3 0	" Quarter, 'tween Dks.,	OR AS OTHERWISE		
" " at intermdt. Bkts.				" " in Hold	APPROVED.		
of Frames from centre to centre amidships		23	23	KEELSONS AND STRINGERS.			
length to collision bulkhead				CENTRE LINE KEELSON, Vertical Plate above	3 1/2	5 1/2	3 1/2 5 1/2
of Frames from centre to centre in peaks	4 1/2	4 1/2	4 1/2	floors, Through Plate, or Intercoastal Plate	12	5 1/2	12 5 1/2
USED FRAME, Angles	3	3	3 0	Rider Plate	4	4	5 0 4 4 5 0
(Side) in way of B. at intermdt. Bkts.	3	3	3 2	Flat Keel Plate Angles	(2)		
in way of Double Bottoms at Solid Floors	4 1/2	4 1/2	4 1/2	Horizontal Plates on Floors	5 1/2	3 1/2	5 1/2 3 1/2 5 0
at intermdt. Bkts.				Angles or Bulb Angles	(2)		
ING, depth of girder	21	60	21	SIDE KEELSONS, Number	2	6' 6" apart	
RS, depth and thickness of Floor Plate				Angles or Bulb Angles	(2)		
at mid line for 1 length amidships	21	60	21	Plate above floors, for	length		
in way of Engine and Boiler spaces				Intercoastal Plate, for FULL B.R. length	3 1/2	3	3 1/2 3 38
thickness at the ends of vessel				Attached to outside plating with Angle			
depth at 1/2 the half bth. as per Rule				BILGE KEELSON, Angles			
height extended at the Bilges	42	42	42	Intercoastal Plate, for	length		
RS, in Cell Double Bottoms (ES: 36)	32	32	32	Attached to outside plating with Angle			
state if flanged (top and bottom)	No	No	No	SIDE STRINGERS, Number	2 in E & B spaces & 1 elsewhere		
spacing of Solid	23	23	23	" " Angle	5 1/2	2 1/2	4 0 5 1/2 3 1/2 4 0
RE GIRDER, in Dbl. bottom, dpth. & thcknss	35	44	35	" " Intercoastal Plate, for FULL lng.	38		38
" Angles, Top	3	3	4 0	Attached to outside plating with Angle	3 1/2	3	3 1/2 3 38
" " Bottom	4	4	5 0	Awning or Shelter Deck Stringer Plates,	42	48	42 48
" " to Floors	3	3	3 2	breadth and thickness	4 1/2	4 1/2	4 1/2 4 1/2 4 8
Brackets at intermdt. frmg. with & thcknss				Angle on ditto	4 1/2	4 1/2	4 1/2 4 1/2 4 8
GIRDERS, number and thickness	1 @ 32	1 @ 32	1 @ 32	Tie Plates, fore and aft, outside Hatchways	4	25	4 25
" state if flanged (top & bottom)	2 in E & B	2 in E & B	2 in E & B	Deck * Iron or Steel, FROM 1/2 L. Aft. FORWARD TO STEM	30	40	30 40 18
Angle (exclusive of flange)	3 1/2	3	3 0	Wood Deck. Material & thickness	O.P.	4 1/2 x 3	4 1/2 x 3
IN PLATE, depth (exclusive of flange)	23	40	23	Upper Deck Stringer Plate, breadth and thickness	43	38	43 38
and thickness	2 1/2	3 1/2	3 1/2	Angles on ditto, No. 2	6 1/2 x 3 1/2	38	6 1/2 x 3 1/2 38
Angles to outside plating	2 1/2	3 1/2	3 1/2	Tie Plates, outside Hatchways	3 1/2	3 1/2	3 1/2 3 1/2 38
" to floors	3	3	3 2	Deck * Iron or Steel, EXCEPT BETWEEN FRAMES	106	128	25
Brackets at intermdt. frmg. with & thcknss				Wood Deck. Material & thickness	PP 5 1/2	INCREASED AT OPENINGS	
Height of Brackets above at Bilge	42	42	42	Second Deck Stringer Plates, br'dth & thckn's	36	34	36 34
R BOTTOM PLATING, breadth and thickness of Middle Line Strake	35	40	35	Angles on ditto, No. 2	3 x 2 1/2	30	6 1/2 x 3 1/2 34
" thickness in Engine and Boiler space				Tie Plates, outside Hatchways	12	34	12 34
" " Remainder in Holds				Deck * Material and thickness	P.P.	5 x 3	5 x 3
IS, Awning or Shltr Dk, Single Angle	8	3	4 6	Third, Fourth & Fifth Deck Stringer Plates,			
Bulb Angle, Plate, Tee Bulb or Channel	7 1/2	3	4 2	breadth and thickness			
Spacing	4 6	4 6	4 6	Angles on ditto, No.			
IS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	7 1/2	3	4 0	Tie Plates, outside Hatchways			
Spacing	4 6	4 6	4 6	Deck. Material and thickness			
IS, Second, Third & Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	7 1/2	3	4 0	Poop Deck Stringer Plate, breadth & thickness			
Angles on upper edge	4 6	4 6	4 6	Angles on ditto			
Spacing	4 6	4 6	4 6	Tie Plates			
IS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel	6 1/2	3	4 4	Deck. Material and thickness			
Angles on upper edge	4 6	4 6	4 6	Bridge Deck Stringer Plate, br'dth & thickness	54	34	54 34
Spacing	4 6	4 6	4 6	Angle on ditto	7 x 3 x 3	36	7 x 3 x 3 36
IS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel	7 1/2	3	4 2	Tie Plates	12	25	12 25
Angles on upper edge	4 6	4 6	4 6	Deck. Material and thickness	O.P.	4 x 2 1/2	4 x 2 1/2
Spacing	4 6	4 6	4 6	Forecastle Deck Stringer Plate, br'dth & th'kns	25	30	25 30
				Angle on ditto	3 x 3	30	3 x 3 30
				Tie Plates	STEEL Dk	30	30
				Deck. Material and thickness	O.P.	4 1/2 x 3	4 1/2 x 3

* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.

WEB FRAMES.				FORGINGS or CASTINGS.			
Inches in Ship.		Inches per Rule.		Inches in Ship.		Inches per Rule.	
WEB FRAMES, in Fore Body, No. and spacing				KEEL, Bar, depth and thickness			
No. of Side Stringers				STEM, moulding and thickness			
WEB FRAMES, in E. & B. Space, No. and spacing				STERN-POST for Rudder do.			
brdth. & thickness				for Propeller			
WEB FRAMES, in After Body, No. and spacing				RUDDER-A&D Table 22. Speed			
SIDE STRAINERS brdth. & thickness				Main-Piece, diameter at head			
No. of Side Stringers				at heel			
Size of Face Angles to Web-Frames				RUDDER, how constructed			
BRACKET PLATES to Stringers between				Thickness of Plates or Single Plate			
Web Frames, depth and thickness				Can the Rudder be unshipped afloat?			
BULKHEADS.				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.?			
Number.		STIFFENERS.		Single or Double Frames.		Height up, state deck.	
Vessel.		Horizontal.		Vertical.			
Per Rule.		Size, Spacing.		Size, Spacing.			
Inches.		Inches.		Inches.			
W.T. BULKHEADS		10		30-26 (W.T. Flat)		5 1/2 x 3/4 @ 24	
44		1		34-26		" " @ 30	
84		1		42-26		" " @ 30	
106		1		42-28		BA 6 1/2 x 3/4 @ 30	
COLLISION PARTITION		130		40-26 Flat		BA 7 x 3/4 @ 24	
LONGITUDINAL		65		30			
Are the outside Plates doubled two spaces of Frames in length?				Are the Plates and Watertight Doors in efficient working order?			
BRACKETS FITTED				YES			
PLATING.				RIVETING.			
AS IN SHIP.				PER RULE OR AS APPROVED.			
AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.	
Breadth.		Thickness.		Thickness.		Breadth.	
Inches.		Inches.		Inches.		Inches.	
FLAT PLATE KEEL		43		84		56	
GARBOARD OF A STRAKE		66		55		50	
State actual thickness in way of Double Bottom.		66		50		66	
B		57		50		57	
C		57		50		57	
D		57		50		57	
E		63		40		42	
F		66		40		66	
G		66		40		66	
H		48		40		48	
J		46		54		46	
K							
L							
M							
N							
O							
P							
Q							
R							
S							
T							
U							
V							
W							
THICKNESS OF CHAIN PLATE				CLEAR OF LONG BRIDGE			
DO. OF STRAKE BELOW				DBLG. of Flat Plate Keel			
Sheerstrakes				Length and thickness.			
PEER SIDES				21' 6" x 54 AT BRIDGE ENDS.			
SHORT BRIDGE SIDES				45' 40' 32			
FORECASTLE SIDES				34			
LAPPED WHERE CLEAR OF ACCOMMODATION.				Butts, riveted for			
Shelter Deck				AMIDSHIPS length amidship.			
Stringer Plate				Straps, single, double or overlapped for 1/2 length amidship.			
Upper Deck				Butts, riveted for FULL length amidship.			
Stringer Plate				Straps, single or overlapped for length amidship.			
Inner Bottom Plating, riveting of Edges				Butts DR-SR.			
Centre Girder Butts, riveted				Keelson Butts, riveted.			
Frames, riveted through Plates with 3/8 in. Rivets, about 6 apart.				Rivets, state whether Iron or Steel.			
ELSEWHERE FROM CL. TO TOPMOST DECK				FRAMES extend in one length from CL. TO MARGIN & THENCE TO TOPMOST DECK IN WAY OF C.D.B. State if ordinary or joggled YES			
REVERSED FRAMES on floors and frames extend from CL. TO SHELTER & UPPER ALTERNATELY IN WAY OF BRIDGE & FORECASTLE. All To SHELTER BETWEEN FRAMES 11-17 & ELSEWHERE TO MAIN DECK.				State if ordinary or joggled IN TANKS ORDINARY ON MAIN FRAMES.			
MASTS, SPARS, &c.				LOWER MASTS.			
Material.		Total Length.		DIAMETER AND THICKNESS.		No. of Plates in round.	
At Partners.		Heel.		Hounds.		Head.	
17 1/2		17 1/2		12		2	
18		18		12		2	
Bowsprit				NO DERRICKS CARRIED ON MASTS.			
Topmasts, Yards and Remainder of Spars				PP			
Rigging, Material and Size, Shrouds				3' F.S.W.			
Stays				3 1/2" F.S.W.			
Sails.				Sails, and the following spare sails			

EQUIPMENT No. 18140 LETTER T R ANCHORS.									
Number of Certificate.		Anchors.		Weight, Ex. Stock.		Weight of Stock.		Test, per Certificate.	
Cwts. qrs. lbs.		Cwts. qrs. lbs.		Cwts. qrs. lbs.		Cwts. qrs. lbs.		Cwts. qrs. lbs.	
25891		1st Power		36 3 7		33 13 1 21		35 2 0	
25895		2nd "		36 1 0		33 5 2 14		35 2 0	
26014		3rd "		30 3 14		29 5 2 14		30 0 0	
25897		Stream		9 1 21		11 11 1 0		9 1 0	
25896		Kedge		4 3 14		7 5 0 0		4 3 0	
CHAIN CABLES.									
Number of Certificate.		Length and Size supplied.		Test per Certificate.		Weight of Chain Cable.		Description.	
Length. Diam.		Fathoms. Ins.		Tons. Cwts. qrs. lbs.		Fathoms. Ins.		Makers of Cables.	
1316A		240 1 3/4		77 5 5 387 0 21		37 0 1 22 240 1 3/4		STUD TAYLOR SUNDERLAND 1310-20	
25897		Stream		75 4		33		75 4	
25896		Kedge		75 4		33		75 4	
HAWERS and WARPS.									
Number of Certificate.		Length and Size supplied.		Test per Certificate.		Weight of Chain Cable.		Description.	
Length. Cir.		Fathoms. Ins.		Tons. Cwts. qrs. lbs.		Fathoms. Ins.		Makers of Cables.	
1316A		240 1 3/4		77 5 5 387 0 21		37 0 1 22 240 1 3/4		STUD TAYLOR SUNDERLAND 1310-20	
25897		Stream		75 4		33		75 4	
25896		Kedge		75 4		33		75 4	
Boats									
A LIFEBOATS		Steering Gear, Steam		HASTIE'S		Steering Gear, Hand		TELE MOTOR	
Pumps, Number		2 DOWNTONS (A HAND TO FP)		Diameter of Barrel 5" DN		State whether they are in efficient working order		YES	
Windlass is		EMERSON WALKER		Capstan					
Engine Room Skylights.		How constructed?		STEEL PLATES & ANGLES		What arrangements for deadlights in bad weather?		STEEL SHUTTERS.	
Coal Bunker Openings.		How constructed?		OIL FUEL		How are lids secured?		Height above deck?	
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c.		5 SCUPPERS EACH SIDE MAIN DECK		4 1/2" x 3" x 1" 6.80N		FP'S SHELTER DECK FOR 30 3' 0" x 1' 6.80N			
Ceiling in Holds, thickness and material		3 P.P. ON BATTENS		Cargo Battsens, thickness and material		W.P. 2" x 2" x 1" 4"		Hatches, If strong and efficient?	
Cargo Hatchways.		How formed?		STEEL PLATES & ANGLES		YES			
State size No. 1 Hatch (Forward)		11' 6" x 12' 0"		No. 2 Hatch		15' 4" x 18' 0"		No. 3 Hatch	
11' 6" x 12' 0"		No. 4 Hatch		11' 6" x 16' 0"		No. 5 Hatch		11' 6" x 16' 0"	
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch		N° 1 = 2; N° 2 = 2; N° 3 = 2; N° 4 (ON MAIN DECK) = 1.		No. of Breasthooks		5		No. of Crutches	
5		No. of Crutches		DEEP FLOORS					
Bulwarks, height above deck and description		3' 6" x 25 PLATING & TIE RAIL		Main Rail and Stays, material and size.		STAYS 6" BULB PLATE			
The foregoing is a correct description.		FOR THE HONORABLE THE ADMIRALTY		SHIPBUILDING COY. LTD		Builder's Signature		Surveyor to Lloyd's Register of British and Foreign Shipping.	
Builder's Signature		J. H. H. H. H.		Surveyor's Signature		J. H. H. H. H.			
Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)									
SEE SECRETARY'S LETTERS.									
Workmanship. Are the butts of plating planed or otherwise fitted? YES									
Is the riveted work properly closed? YES									
Are the liners between the frames and plates solid single pieces? JOGGLED FRAMES									
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.)									
THIS VESSEL IS A SISTER VESSEL TO THE SAME BUILDER'S N° 308 - SS "ARDMORE" - GLASGOW REPORT N° 41075, & HAS BEEN BUILT IN ACCORDANCE WITH PLANS APPROVED.									
THE DOUBLE BOTTOM TANKS IN THE FORE BODY HAVE BEEN FITTED FOR THE CARRIAGE OF OIL FUEL & ARE IN ACCORDANCE WITH SECTION 49 OF THE RULES.									
SETTLING TANKS ARE BUILT INTO THE VESSEL'S STRUCTURE ON THE PORT & STAR SIDES OF THE BOILER ROOM & TESTED IN ACCORDANCE WITH THE RULES, (SECTION 49).									
THE APPROVED PLANS & A FORGING CERTIFICATE ARE FORWARDED HERewith									
THIS VESSEL WAS LAUNCHED ON 24.2.21. BUT COMPLETION HAS DELAYED BY JOINERS STRIKE, & IN MY OPINION THE DATE OF BUILD SHOULD BE RECORDED AS 11.21.									
The Surveyor should state the Number of Report and Name of any Sister Vessel built or Yard Number of any building.									
FREEBOARD		£ 6 0 0		Fees applied for,		The amount of Entry Fee		£ 5 0 0	
29.11.1921		Special Survey Fee		£ 15 8 15		Received by me,		31.12.1921	
Travelling Expenses, if any		£ 6 10 0		Certificate to be sent to		GLASGOW		Date of issue 3/1/22	
State whether the Vessel has been built under Special Survey YES									
Fitted for Oil Fuel 11.21. FP ABOVE 150° F.									
I am of opinion this Vessel should be Classed *100 A1. SHELTER DECK									
With, or without Freeboard, as condition of Class YES									
Surveyor to Lloyd's Register of British and Foreign Shipping.									
Committee's Minute									
GLASGOW 29 NOV 1921									
Character assigned									
+ 100 A1.									
Shelter OK with fbo									
11.21									
Recommend to C.C.									
date of build 11.21									
+ LMC 11.21. FD.									
Fitted for oil fuel 11.21. FP above 150° F.									
General Committee									
Wednesday 1st December 1921									
Recommendation of Glasgow									
Come as regards date of build									
accepted									

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ft., R.Q.D. ft., Bridge 100-0 ft., Forecastle 45-0 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ON TOP OF SHELTER DECK

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 it should appear in the Register Book) 2 DMS (U.S. W.S.) & SHELTER DECK (PART 5TH W.S.)
Official No. ; Signal Letters State if Machinery is fitted aft NO.
How are the surfaces preserved from oxidation? Inside PAINT & CEMENT Outside PAINT

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<u>66-50</u>	<u>57-70</u>	Fore peak tank, <u>DRY (TESTED)</u>		
Double bottom, under Engines and Boilers,			After peak tank,		
Double bottom, if under Engines only,	<u>27-40</u>	<u>48-40</u>	Deep tank, aft,	<u>14-00</u>	<u>11-70</u>
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	<u>88-80</u>	<u>106-50</u>	Other tanks, if fitted, <u>FW. (FMS 130-132)</u>		<u>12-80</u>
	Total capacity of double bottom	<u>212-60</u>	(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. 5329

Date 29. 12. 1919

No. 278 in builder's yard.

DATES OF SURVEYS held while building

1919 Sep 3 Oct 10. 16. 17. 30 Nov 4. 18. 27 Dec 29 1920 Feb 3. 6. 9. 12. 27 Mar 18. 29 Apr 21. 26. 30 May 3. 10. 17
21. 31. Jun 4 July 5. 9 Aug 2. 18. 27. 30 Sep 8. 15 Oct 1. 7. 11. 13. 18. 20 22 Dec 1. 6. 8 15. 24. 29 (1920) Feb 9. 14
16. 21. 23 Apr 4 May 9. 20 Aug 12 Sep 7. 12. 23 Oct 10. 12 Nov 4. 8. 10. 15. 18.

Surveyor's Signature

Wm. Mc. Meek

Total No. of Visits 65

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