

STEEL STEAMER or MOTORSHIP.

Received at London Office 12 MAY 1926

State if Report has been sent on the Freeboard of the Vessel *Yes*State if Report is sent on the Machinery of the Vessel *Yes*Date of completion of report *4th May 1926*Port of *NEWCASTLE-ON-TYNE*No. *80372*Survey held at *Walker-on-Tyne*Date First Survey *15th July 1925*Last Survey *30th April*

1926

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Single Screw Steel Steamer "NORTHLAND" (Machinery not fitted aft.)*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Partial Superstructure*State Type of Erections *Combined Bridge Poop*TONNAGE under Tonnage Deck... *2248.54*CLASS *100A1*State if with Freeboard *Yes**Strengthened for Navigation in Dist*

FEET.

Built at *Walker-on-Tyne*Do. of space or spaces between Tonnage Dk. and Upper Dk. *None*Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 285'*Breadth (greatest moulded) *B 47'*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 24'5"*1st Longitudinal Number (L x D) = *6982*2nd Numeral L x (B + D) = *20377*Framing Depth "d," at middle of length. See Sec. 3 (1d) *13'62"*Proportions—Depth to Length—Uppermost continuous deck to top of keel *11.6*
Do. Long Bridge to top of keel *8.6*

Draught Moulded

Launched *29th January 1926* Yard No. *1214*Builders *Swan, Hunter & Wigham Richardson & Co.*Owners *Clarke Steamship Co. Ltd.*

Managers

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

Residence *71, St Peter's Street, Canada*Port of Registry *Newcastle*

If surveyed while building, afloat, or in dry dock

Building Afloat and in Dry Dock

REGISTERED DIMENSIONS.

FEET.

*287.7**47.2**22.35*

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.
S, Spacing amidships	<i>26</i>		Bracket Floors, Frame	<i>B.A. 7 3 40</i>	<i>.36</i>
" from $\frac{1}{2}$ length to Collision bulkhead	<i>26</i>		" " Reversed Frame	<i>B.A. 6 2 3 40</i>	<i>.36</i>
" in peaks	<i>24</i>		" " Vertical Struts	<i>B.A. 7 3 40</i>	<i>.36</i>
AMIDSHIPS.			Centre Girder, depth and thickness amidships	<i>34 1/2 x 46</i>	
Amidships, Angle <i>E</i> or <i>F</i>	<i>7 1/2 3 38</i>		" " top Angles	<i>Double 3 3 43</i>	
" Extends up to	<i>Main Deck</i>		" " bottom Angles	<i>3 1/2 3 1/2 49</i>	
ed Frame Amidships, Angle	<i>Built Angle Frame</i>		Side Girders, No. each side and thickness	<i>One 314</i>	
" Extends up to	<i>✓</i>		Margin Plate depth (excl. of flange) and thickness	<i>26 x 41</i>	<i>25 x 41</i>
of Framing Girder	<i>7 1/2</i>		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	<i>3 3 34</i>	
in Uppermost Continuous 'tween Decks, Angle <i>E</i> or <i>F</i>	<i>5 3 42</i>		" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem	<i>3 3 34</i>	
Second 'tween Decks, Angle, <i>E</i> or <i>F</i>	<i>✓</i>		" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	<i>Every 5th frame 40</i>	
Third " " <i>{ 4th on aft</i>	<i>6 3 1/2 36</i>		" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem	<i>Every 3rd frame 40</i>	
in Peaks, Angle <i>E</i> or <i>F</i>	<i>5 1/2 3 40</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>52 - 38</i>	
and Spacing of Rivets through Frame and Shell Plating amidships	<i>3/4 - 5/4 apart</i>		INNER BOTTOM PLATING.		
Frame Joggled	<i>Yes</i>		Breadth and thickness of Middle Line Strake	<i>47 x 42</i>	
ARRANGEMENTS (Sec. 7), state system and particulars	<i>Specially stiffened as per approved plan for Navigation in Dist</i>		Thickness of remainder in Holds	<i>36 - 34</i>	
ENING OF BOTTOM FOR- State Particulars	<i>As per approved plan</i>		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?	<i>Yes</i>	
TTOM.			BEAMS.		
Depth and thickness at mid-line in Holds	<i>✓</i>		Uppermost Continuous Deck, amidships	<i>9 1/2 3 1/2 52</i>	
Height of Brackets at side above base line at toe of frame	<i>✓</i>		" " in way of Bridge, Angle, <i>E</i> or <i>F</i>	<i>✓</i>	
Keelson, on Floors, Angles, <i>E</i> or <i>F</i>	<i>✓</i>		Spacing	<i>Alternate frames</i>	
" Through Plate or Intercostal Plate	<i>✓</i>		Second Deck, amidships, Angle, <i>E</i> or <i>F</i>	<i>7 3 38</i>	
" Foundation Plate on Floors	<i>✓</i>		Spacing	<i>Every frame</i>	
" Flat Plate Keel Angles	<i>✓</i>		Third Deck, amidships, Angle, <i>E</i> or <i>F</i>	<i>✓</i>	
ns, No. each side	<i>✓</i>		Spacing	<i>✓</i>	
thickness of Intercostal Plate	<i>✓</i>		Fourth Deck, amidships, Angle, <i>E</i> or <i>F</i>	<i>✓</i>	
Angles	<i>✓</i>		Spacing	<i>✓</i>	
TTOM.			Poop Deck, Angle, <i>E</i> or <i>F</i>	<i>10 3 1/2 48</i>	<i>9 1/2 x 3 1/2 48</i>
thickness and spacing	<i>34 on Every 3rd frame clear of engine space and abaft 2/5 length</i>		and Spacing	<i>to to</i>	
Are Frame and Reversed Frame joggled?	<i>Frame only</i>		Bridge Deck, Angle, <i>E</i> or <i>F</i>	<i>8 3 34</i>	<i>7 1/2 x 3 1/2 42</i>
ors, breadth and thickness at middle line	<i>3-0 x 34</i>		Combined Spacing	<i>Alternate frames</i>	
breadth and thickness at margin plate	<i>2-10 x 34</i>		Forecastle Deck, Angle, <i>E</i> or <i>F</i>	<i>✓</i>	
			Spacing	<i>✓</i>	

PILLARS AND DECKS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....	<i>Two</i>	✓	Stringer Plate, breadth and thickness in way of Bridge	✓	
„ in 'tween Decks, Size and Spacing.....			Thickness of Plating abreast Deck openings in way of Wells	✓	
„ „ „ „ „	<i>Pillars & Girders</i>	✓	Thickness of Plating abreast Deck openings in way of Bridge	✓	
„ in Holds „ „	<i>as per approved plan</i>	✓	Thickness of Plating within line of openings...	<i>30</i>	✓
„ „ „ „ „			If Sheathed, material and thickness	✓	✓
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing.....	✓		Stringer Plate, breadth and thickness.....	✓	
Plating, thickness of	✓		If Plated, state thickness.....	✓	
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....	✓	
Stringer Plate, breadth and thickness in Walls	<i>44 x 42</i>	✓	If Plated, state thickness	✓	
„ „ „ „ in way of Bridge	✓		Poop Deck.		
„ Angle in Wells	<i>3 1/2 3 1/2 36</i>	✓	Stringer Plate, breadth and thickness	<i>46 x 42</i>	✓
Thickness of Plating abreast Deck openings in way of Wells	<i>20 over Cargo Spaces</i>	✓	<i>and</i>		
Thickness of Plating abreast Deck openings in way of Bridge	<i>36 at fore end</i>	✓	Plating, Sheathing, material and thickness ...	✓	
Thickness of Plating within line of openings...	<i>Lie plates 13 x 36 and 42</i>	✓	Bridge Deck.		
If Sheathed, material and thickness	<i>2 1/2 lb. lb.</i>	✓	Stringer Plate, breadth and thickness.....	✓	
Second Deck.			<i>Combined</i>		
Stringer Plate, breadth and thickness in Walls...	<i>44 x 34</i>	✓	Plating, Sheathing, material and thickness ...	<i>28</i>	<i>Sheathed 2 1/2 lb. lb. when exposed</i>
			Forecastle Deck.		
			Stringer Plate, breadth and thickness.....	✓	
			Plating, Sheathing, material and thickness ...	✓	

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	Ordinary	No. of Rows of Rivets.	RIVETS.		STRAPPED OR LAPPED.		
	Breadth.	Thickness.	Thickness.	Thickness.					Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.
	Inches.	Inches.	Inches.	Inches.									
FLAT PLATE KEEL <i>KEEL</i>	46	56	52	52		Double	7/8	3 1/4	Three	7/8	3 1/8	Lapped	
„ DBLG. (if any)													
BOTTOM PLATING, No. of Strakes <i>A B C D</i>		44	66	44		Double	3/4	3	Three	3/4	2 5/8	Lapped	
BILGE PLATING, No. of Strakes <i>E</i>		44	66	44		Single	3/4	3	"	"	"	"	
SIDE PLATING, No. of Strakes <i>F G H I J K L</i>		44	66	40		"	3/4	3	"	"	"	"	
UPPER DECK, Sheer-strake <i>L</i>	53	55	40	40		"	7/8	3 1/4	"	7/8	3 1/8	"	
UPPER DECK, Sheer-strake in Bridge													
STRAKE BELOW Sheer-strake in Wells		44	40	40									
STRAKE BELOW Sheer-strake in Bridge													
POOP SIDE PLATING													
BRIDGE SIDE PLATING													
FOREC'TLE SIDE PLATING													

*Midship thickness of 3 bottom strakes of plating maintained found as per rule.
Strakes A. B. C. D. E. F + G increased .19 in thickness at fore end for Ice Navigation = 66
and the seams of these strakes double riveted.*

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c) 6

.. Deck next below 2

As per Rule. 4

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	Flat plate keel.			
STEM	Rolled	8 x 2 1/2	The Tanquerhill Steel Co.	
STERN FRAME {	Propeller Post	Forged	8 1/8 x 5 1/2	Clarendon & Co.
	Rudder	"	7 1/8 x 5 1/2	"
RUDDER—A x D	209			
Speed of Vessel	13 knots			
RUDDER mainpiece at head	Forged	8"	Clarendon & Co.	
" " heel	"	6"	"	
" how constructed	Built			
" double or single plate	Single 1.02" thick			
" coupling, vertical or horizontal	Horizontal Coupling			

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *South Durham Steel & Iron Co.*
Bolton Vaughan & Co. Dorman Long & Co. Cargo & Let Iron Co. The British Manganese & Steel Co. Pear & Partners Ltd.
The Lancashire Steel Co. (Open Hearth)
Has the Steel been tested as required by the Rules? *Yes.*

EQUIPMENT No. 22750 //										LETTER U //		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.	qrs.	lbs.	Cwts.			
59079	1st Bower ...	43	1	18	Stockless			38	3	0	14	45	Taylor's Dreadnought	S. Taylor & Co.	Lipton 13 ¹⁰ / ₃₃ W. A. Drysdale
59078	2nd „ ...	43	0	14	„			37	19	1	14	45	„	„	„ 12 ¹⁰ / ₃₃ „
59086	3rd „ ...	43	0	4	„			37	17	2	0	38	„	„	„ 14 ¹⁰ / ₃₃ „
	Collective weight.	129	2	8	✓							128 ✓			
58997	Stream	15	1	14	✓	„		16	16	2	7	12	„	„	„ 3 ⁹ / ₃₃ H. C. Lesson

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.	Statu- tory.	Break- ing.	Supplied.		Per Rule.		Length.	Diam.					Length.	Cir.		Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
13951	270	1 15/16	6 1/2	94 1/2	512-3-21			511 1/2	270	1 15/16	Steel	S. Taylor & Sons	Swanwick 23 1/2 9. June	TOWLINE ..	100	4	33	100	4
Iron Stream Chain or Steel Wire		Cir.								Cir.				HAWSERS & WARPS }	2-90	2 1/2	12.5	2-90	2 1/2
														"	2-90	6	Manilla	2-90	2 1/2
														"	4-120	6	"		
	90	4 1/4		35					90	4 1/4		R. Wood Haggell & Sons							

Steering Gear, Steam *Donkin & Co.* Steering Gear, Hand *Blocks and Larkles*

Boats *8 Life Boats* Steering Chains, Size and Test *1 3/16 dia 33 1/2 tons* Windlass *Steam*

Ceiling in Holds, thickness and material *2 1/2 White pine* Cargo Battens, thickness, material and spacing *6 x 1 1/2 W. P. spaced 7 apart*

Cargo Hatchways.—(Upper Deck) *Steel plates and Angles, Trunk Hatch* Thickness of Hatches *3*

Size of No. 1 Hatchway (Forward) *15.2 x 12.0 x 2.6 1/2* No. 2 *✓* No. 3 *✓* No. 4 *✓* No. 5 *✓* No. 6 *✓*

Number of Shifting Beams and/or Fore and Afters *Two*

FOR
SWAN, HUNTLEY & WIGHAM & RICHARDSON, LTD

Builder's Signature *Wm. Munro*

GENERAL DECLARATION *This vessel has been built in accordance with the approved plans and the Secretary's letters of instruction and the Society's printed rules. The materials and workmanship employed during the construction are of good quality. The freeboard has been verified and the freeboard marks cut in on the vessel's sides. The fore and after peak tanks, double bottom tanks, bulkheads, W. S. Doors and weather decks have been tested in accordance with rule requirements. The windlass and steering gear have been tried and found satisfactory. The following approved plans accompany this report:— Profile and Deck plan, Midship section, Stem frame & Rudder, Painting arrangements and see strengthening forward, Plan of curtailed beam knees in accommodation, Plan dispensing with beam knees in Saloon. After Peak Tank, Fresh water tanks, Long knee in line of keelson in fore & aft accommodation, Mast plan, Topside plating, Amended plan of Pillars and girders, Pumping Arrangements, Construction for fitting 2-1/2 lights in each Cabin, Cargo and Gangway doors, Plan of Superstructures, Beam in Chilled meat Cargo Space, Cabin side lights, Plan of Steering Arrangement, Tiller forging, Amended plan of Cargo Doors, Amended plan of Superstructures, Section through forward house, Plan of Cold Chamber, 3 Plans of Columbo's type of Davit, Additional Web frame in Engine room, Modification to Deck girder in way of Dining Saloon, Plan of Midship Section, Profile & Deck plans of Vessel as built and 3 Forging reports.*

P. T. O.

The amount of Entry Fee £ *7 : 0 : 0* Fees applied for, *3/5/1926*

Special Survey Fee.... £ *247 : 5 : 0* Received by me, *5/5/1926*

Freeboard *9 0 0*

Travelling Expenses, if any £ : : :

I am of opinion the Vessel should be Classed *+100A1 with Freeboard*
Strengthened for Navigation in Sea
Lloyd's R. M. C.

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

Signature *Alfred Munro*
Surveyor to Lloyd's Register of Shipping.

NEWCASTLE-ON-TYNE
Certificate to be sent to *IN DUPLICATE* Date of issue *21/5/26*

Committee's Minute *FRI. 21 MAY 1926*

Character assigned *100 F.1 with Freeboard*

Lloyd's A & C. P. + L. M. C. 4:26 J. D. C. L.
Fitted for Oil Fuel 4:26 J. P. above 150 95

Wm

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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.)

On completion the Vessel was placed in Dry Dock, and the Bottom & Rudder cleaned and painted.
The bottom was found to be set up about $\frac{1}{2}$ on the B. strake amidships on the port and starboard sides.
Now Done: 3 plates in A. strake, P. & S. faired in place.
3 " " B " " removed faired and replaced.
26 skeleton floor frames faired in place and fitted with Vertical Angle struts $6 \times 3\frac{1}{2}$ in way of the line of pillars.
The damage was assumed to have been caused whilst the vessel was being launched.

P.M.

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

1st Bower
2nd "
3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ft., R.Q.D. ft., Bridge ft., Forecastle ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *Combined poop & bridge* B.F. 279.

No. and Material of Decks (this information is to be given as it should appear in the Register Book) *2nd Bk. 2nd Bk (24)*

Official No. *149,409*; Signal Letters _____ Is bottom of Vessel coated with cement *No* if not give particulars of composition *Feed tank & Peaks cemented.*

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	49-10	75	Fore peak tank,	17-6	45
Double bottom, under Engines and Boilers,	36-10	95	After peak tank,	14-0	17
Double bottom, if under Engines only,	✓	✓	Deep tank, aft,	32-6	245
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward,	✓	✓
Double bottom, forward,	127-10	243	Other tanks, if fitted,	✓	✓
	Total capacity of double bottom	413	(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. *5156*

Date *28.9.25*

Dates of Surveys held while building

1925 July 15, 17, 24. Aug. 10, 11, 18, 19, 26, 31. Sept. 4, 7, 15, 23. Oct. 2, 22, 26, 29. Nov. 2, 5, 6, 9, 11, 16, 18, 20, 23, 27. Dec. 1, 3, 9, 11, 21, 28. *1926* Jan. 8, 11, 13, 19. Feb. 8, 12, 16, 22, 24. Mar. 4, 5, 9, 15, 16, 23, 24, 25, 26, 29, 31. Apr. 6, 9, 12, 13, 14, 15, 16, 22, 23, 27, 28, 29, 30.

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Foundation of Visits *66*