

STEEL STEAMER or MOTORSHIP.

Received at London Office JAN 24 1939

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 *14th January 1939*Port of *Leith*No. *19740*Survey held at *Burntisland*Date First Survey *19th July 1938*Last Survey *17th January 1939*

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

*Single Screw Steamer**FULHAM IV*

(machinery aft)

State Type (Full Scantling, Complete Superstructure with or without Tonnage Opening)

*Without tonnage opening. Collier.*State Type of Erections *RQD¹ Bridge and Focle*TONNAGE under Tonnage Deck... *1178.51*CLASS *+DDA1*State if with freeboard *yes*Built at *Burntisland*

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

*L 242.75*Launched *25/10/38*Yard No. *225*Total *1178.51*Breadth (greatest moulded) *B 39.333*Builders *The Burntisland Ship Co. Ltd.*Gross Tonnage *1584.05*

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

*D 18.5 UPPER 22.5 RQD¹*Owners *The Mayor, Aldermen & Councillors of the Metropolitan Borough of Fulham.*Register Tonnage *917.60*1st Longitudinal Number (L x D) *=**✓*Managers *Stephenson Black & Associated C² Ltd.*2nd Numeral L x (B + D) *= 14038.23*

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

REGISTERED DIMENSIONS.

FEET.

Length *247.5*Breadth *39.6*Depth *16.6*

Framing Depth "d," at middle of length. See Sec. 3 (1d)

✓

Proportions—Depth to Length—Uppermost continuous deck to top of keel

✓

Do. Long Bridge to top of keel

*✓*Draught Moulded *16.625*Residence *London*Port of Registry *London*If surveyed while building, afloat, or in dry dock *While building & finally 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	<i>27</i> ✓		Bracket Floors, Frame		
" " from $\frac{3}{4}$ length amidships to Collision bulkhead	<i>27</i> ✓		" " Reversed Frame		
" " in peaks <i>Four Peaks after Peak</i>	<i>23</i> ✓		" " Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>32</i> <i>40</i> ✓	
Frame Amidships, Angle, [or]	<i>7 3 38</i> ✓		" " top Angles <i>double</i>	<i>3 3 36</i> ✓	
" " Extends up to	<i>RQD¹</i> ✓		" " bottom Angles <i>double</i>	<i>3 1/2 3 1/2 40</i> ✓	
Reversed Frame Amidships, Angle	<i>none</i> ✓		Side Girders, No. each side and thickness	<i>One 9 x 3 x 40</i> ✓	
" " Extends up to	<i>✓</i>		Margin Plate depth (excl. of flange) and thickness	<i>Tank Top rivets amidships 16 g-3 "above base line.</i>	
Depth of Framing Girder	<i>7</i> ✓		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	<i>3 3 38</i> ✓	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]			" " Vertical Angle to Tank side Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area	<i>3 3 38</i> ✓	
" " Second 'tween Decks, Angle, [or]			" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	<i>none</i> ✓	
" " Third " " " "			" " Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area	<i>none</i> ✓	
" " from $\frac{1}{4}$ len. for'd. to 15% len. from Stem	<i>7 3 33</i> ✓	<i>approved 32</i>	Tank Side Brackets, height above base line at toe of Frame and thickness	<i>11-2 " 38</i> ✓	
" " in Peaks, Angle, [or] <i>Four Peaks after Peak</i>	<i>6 3 33</i> ✓	<i>app. 5 1/2 x 3 x 33</i>	INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>3/4 6 1/2 diam</i> ✓	<i>C/C average closed up at bulges.</i>	Breadth and thickness of Middle Line Strake	<i>83 1/2 50</i> ✓	<i>app. 38+08</i>
State if Frame Joggled	<i>yes</i> ✓		Thickness of remainder in Holds	<i>50</i> ✓	<i>app. 34+08</i>
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<i>as approved (as per Owners)</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> ✓	<i>anal. floors frames & reverse frames + 10% under bolts, (Owners extra)</i>
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<i>as approved (as per Owners)</i>		BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships	<i>4 3 30</i> ✓	
Floors, Depth and thickness at mid-line in Holds			<i>RQD¹</i> in Wells, Angle, E or F		
Height of Brackets at side above base line at toe of frame			Upper D¹ in way of Bridge, Angle, E or F	<i>6 3 40</i> ✓	
Middle Line Keelson, on Floors, Angles, [or]			Spacing	<i>every frame</i> ✓	
" " Through Plate or Intercoastal Plate			Upper D¹ at Hull		
" " Foundation Plate on Floors			Second Deck, amidships, Angle, E or F	<i>4 3 30</i> ✓	
" " Flat Plate Keel Angles			Spacing	<i>every frame</i> ✓	
Side Keelsons, No. each side			Third Deck, amidships, Angle, [or]		
" " thickness of Intercoastal Plate			Spacing		
" " Angles			Fourth Deck, amidships, Angle, [or]		
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing	<i>32 every frame</i> ✓		Bridge Deck, Angle, E or F	<i>5 3 25</i> ✓	
" " Are Frame and Reversed Frame joggled?	<i>yes</i> ✓		Spacing	<i>every frame</i> ✓	
Bracket Floors, breadth and thickness at middle line			Forecastle Deck, Angle, E or F	<i>6 3 28</i> ✓	
" " breadth and thickness at margin plate			Spacing	<i>every frame</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.....			Stringer Plate, breadth and thickness in way of Bridge	84 247 ✓	
„ in 'tween Decks, Size and Spacing.....			Thickness of Plating abreast Deck openings in way of Wells	✓	
„ „ „ „ „			Thickness of Plating abreast Deck openings in way of Bridge	✓	
„ in Holds „ „	none ✓		Thickness of Plating within line of openings...	.30 ✓	
„ „ „ „ „	✓		If Sheathed, material and thickness	not sheathed ✓	
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing.....	none ✓		Stringer Plate, breadth and thickness.....		
Plating, thickness of	✓		If Plated, state thickness.....		
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck. RQD 16			Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells	64 1/2 .55 ✓		If Plated, state thickness		
„ „ „ „ in way of Bridge	6.31 x 34 ✓		Poop Deck.		
„ Angle in Wells RQD 16	5 5 .51 ✓		Stringer Plate, breadth and thickness		
Thickness of Plating abreast Deck openings in way of Wells	6 3 1/2 x 3 1/2 x 34 ✓		Plating, Sheathing, material and thickness ...		
Thickness of Plating abreast Deck openings in way of Bridge	✓		Bridge Deck.		
Thickness of Plating within line of openings...	.30 ✓		Stringer Plate, breadth and thickness.....	34 1/2 .32 ✓	off 34 ✓
If Sheathed, material and thickness	not sheathed ✓		Plating, Sheathing, material and thickness26	sheathed 2 1/2 " O. Pine ✓
Upper Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells	72 3/4 .60 ✓		Stringer Plate, breadth and thickness.....	none (same as plating) ✓	
„ „ „ „ „	6 31 .34 ✓		Plating, Sheathing, material and thickness30 (40 in way of stanchions) ✓	
				not sheathed	

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	SINGLE OR DOUBLE.	RIVETS.		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	58½	.53 ✓	.49 ✓	.49 ✓		Double	¾	3 ✓	3	¾	2½	Lapped	
„ DBLG. (if any)													
BOTTOM PLATING, No. of Strakes	A 80¾	.47 ✓	.51 ✓	.39 ✓		Double	¾	3	3 6 2	¾	2½	Lapped	
BILGE PLATING, No. of Strakes	C 69	.47 ✓	.44 ✓	.39		Double	„	„	3 6 2	„	„	„	
SIDE PLATING, No. of Strakes	D 68	.47 ✓	.38 ✓	.39 ✓		Double	„	„	3 6 2	„	„	„	
UPPER DECK, Sheer-strake in Wells	E 46 7/8	.31 ✓	.32 ✓	.39 ✓		Double	„	„	3 6 2	„	„	„	
UPPER DECK, Sheer-strake in Bridge ...	F 47 7/8	.59 ✓	.38 ✓	.39 ✓		Single	„	„	3 6 2	„	„	„	
STRAKE BELOW Sheer-strake in Wells	G 46 7/8	.50 ✓	.38 ✓	.39		Single	„	„	3 6 2	„	„	„	
STRAKE BELOW Sheer-strake in Bridge ...	✓												
POOP SIDE PLATING	✓												
BRIDGE SIDE PLATING ...	35	.32 ✓				Single	¾	3	Single	¾	2½	Lapped	
FOREC'TLE SIDE PLATING	✓		.32 ✓			Single	„	„	Single	„	„	„	

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS,

Total No. of W.T. BULKHEADS in Vessel—		Any Departure from Approved Plans to be Noted.	
Extending to Upper Deck (Sec. 3 c) <u>3</u>		KEEL, Bar <u>✓</u>	
Deck next below <u>1 to top of after peak tank, aft.</u>		STEM <u>Roll'd bar 7 1/2 x 1 7/8 ✓</u>	
As per Rule <u>4</u> ✓		STERN FRAME { Propeller Post <u>45 1/2 x 53 7/8" forged steel ✓</u> Rudder <u>stream line double plate ✓</u>	
STIFFENERS.		Speed of Vessel <u>12 Knots</u> ✓	
VERTICAL.	HORIZONTAL.	RUDDER—Type <u>Ordinary double plate</u>	
Scantlings.	Scantlings.	A x D <u>236.5 (see plan)</u>	
Spacing.	Spacing.	Diam. of head <u>7" x 6 1/8" ✓</u>	
MIDSHIP BULKHD, Uppertween decks		Mainpiece at top pintle <u>as per plan ✓</u>	
Plating Thickness.		heel <u>" " " ✓</u>	
Second		how constructed <u>forged steel frame mainpiece</u>	
Frame		<u>2 arms in one forging.</u>	
Third		double or single plate <u>double</u>	
Holds		coupling, vertical or <u>horizontal</u>	
COLLISION " (in Hold)		horizontal	
AFTER PEAK " <u>Nº 527</u>		Calvillo & Co.	
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)		Lloyd's Foundry	
STEEL. <u>Dorman Long & Co. Ltd - The Steel Co. of Scotland - Birmingham & London</u>		Has the Steel been tested as required by the Rules? <u>yes. ✓</u>	

leave out cable is 1 grade above rule

EQUIPMENT No 14941										LETTER P		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.				
38496	1st Bower	30	3	0	✓	✓	✓	29	33	0	30 1/2	Brown Improved Not Stated	Sundland	29/8/38 J.H.B.
38470	2nd "	30	2	7	✓	✓	✓	29	13	14	30 1/2	"	"	" 23/7/38 "
38475	3rd "	26	0	21	✓	✓	✓	25	16	1	26	"	"	" 18/8/38 "
	Collective weight.	87	2	0	✓	✓	✓				87			
38497	Stream	9	3	7	✓	✓	✓	11	17	3	9 1/2	"	"	" 30/8/38 "
51951		4	1	18	✓	✓	✓	6	15	0	9 1/2	ordinary	"	" HAWSERS AND WARPS.

CHAIN CABLES.

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.	Cwts.	qrs.	lbs.	Cwts.					qrs.	lbs.		Length.	Diam.	Length.	Cir.	Length.	Cir.
57446	240	1 1/8	5 1/4	7 1/4	347	3	25	319 1/2	240	1 1/8	Stud Cradly Heath 30/9/38 L.P.	TOWLINE	90	3 1/4	21	7	90	3 1/4			
	This cable is 14 lengths, each 15 fathoms, 2 lengths each 14 1/2 fathoms, 2 swivel lengths each 1/2 fathom.													HAWSERS & WARPS	2	90	2 1/4	10	8	90	2 1/4
	sun's increase														2	90	1 3/4	6	4	90	1 3/4
57558	75	1	18	27	39	1	3	38 1/4	75	1	Stud not stated Cradly H. 30/9/38 L.P.										

Steering Gear, Type (Power or hand) Steam, by Donkins & Co. Alternative Means of Steering Tachell led to winch

Steering Chains (Size and Test) Telemotor Windlass Steam by John Lynn & Co. Boats Two 19' x 6'-6" x 2'-7 1/2"
one 14' x 5'-3" x 2'-2"

Ceiling in Holds, thickness and material none Cargo Battens, thickness, material and spacing none

Cargo Hatchways. (Upper Deck) Coamings 4'-0" high, of plate angles Thickness of Hatches 3"

Size of Hatchways No. 1 (Fwd.) 47'3" x 25'9" No. 2 38'3" x 25'9" No. 3 38'3" x 25'9" No. 4 — No. 5 — No. 6 —

Number of Shifting Beams and/or Fore and Afters N^o 1 side - N^o 2 fine - N^o 3 fine.

FOR THE BURNHOLM SHIPBUILDING CO., LTD.

Builder's Signature Ing. L. J. G.
CHAIRMAN AND MANAGING DIRECTOR

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

This vessel has been built in accordance with the approved plans and in general conformity with the Rules. The Material & Workmanship are good. The decks, bulkheads, Double Bottom Tanks, Fore & After Peak Tanks, and the Deep Tank have been tested in accordance with the Rules requirements with satisfactory results. The steering gear, the windlass, and the hand pump (to chain locker) have been run in good working order. The shell plating to the stern frame is of midship rule thickness. The vessel has a cruiser stern, and a plate stem from 10' mark up. A foundation for gun is fitted at after end of vessel. The vessel has been specially designed for navigating below Thames bridges.

The amount of Entry Fee £ 5 : 0 : 0 Fees applied for, 23/1/1939.
 Special Survey Fee.... £ 154 : 4 : 0 Received by me, 28. 1. 1939
 Travelling Expenses, if any £ 3 : 18 : 9
 Freeboard £ 11 : 0 : 0
 State whether the Vessel has been built under Special Survey yes
 Certificate to be sent to Hull & L. & S. & S. Date of issue 1/2/39.
 I am of opinion the Vessel should be Classed +100A1
"WITH FREEBOARD"
 Signature Ernest Edwards.
 Surveyor to Lloyd's Register of Shipping.
+ G. Pratt

Committee's Minute

Character assigned

FRI 27 JAN 1939

+100A1

with freeboard

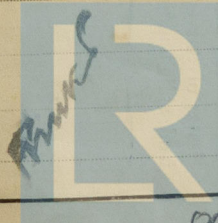
Cargo bins not fitted

Hydro. A.C.P.

Note S&L
S&L

+ LMC 1.39

FD. 2020



Lloyd's Register
Foundation

0075 1/2

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.)

The following plans are forwarded herewith:—
Midship Section. — Profile & Decks.
Stern framing. — Stern & Rudder frames.
Proposed arrangement of Main Tank Floor stiffeners.
Pumping plan — Profile & Decks as built.
also two reports on forgings.

PARTICULARS OF ELECTRIC WELDING (if employed) Electric welding has been employed only for odd fittings — the Vessel's structure is riveted. ✓

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

Cargo Battens not fitted (See previous page)

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower 17-2-8 ✓ FH 20080 27-5-38. 2nd " 17-0-19 ✓ 9D 1481 28-9-37. 3rd " 15-1-0 ✓ 2FR 2666 10-9-37.
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PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ✓ ft., R.Q.D. 148.6 ft., Bridge 57.5 ft., Forecastle 26.5 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated ✓

Official No. 167157 Signal Letters ✓ Extreme Breadth over Belting 39'-6" leave out (Circ. 1611) Over-all Length 265'-10" ✓ (Circ. 1703)

No. and Material of Decks One deck steel ✓
Parts of Bottom of Vessel coated with cement or approved composition Bituminous solution & enamel under boiler, elsewhere fillets of cement at plate laps & over rivets. pt ash
Particulars of composition (if fitted) and of approval see above.

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft, WE 223.50			Fore peak tank, M. T.	24.4	63
Double bottom, under Engines and Boilers, No. 4 W.B. 12.25		10	After peak tank,	10.0	18
Double bottom, if under Engines, No. 3 W.B. 11.25		17	Deep tank, aft,	13.5	58
Double bottom, if under Boilers only, No. 2 W.B. 103.5		372	Deep tank, forward, Fore Peak Tank Lower (22.4)		91
Double bottom, forward, No. 1 W.B. 64.75		216	Other tanks, if fitted,		
Total length (if continuous) and Capacity (No. 3 & 4 are aft of when bottom) 191.75		615	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 2001

Date 3/8/38

Dates of Surveys held while building

1938:— July 19.28 — August 5, 11, 19.23, 31.
Sept 1. 6. 13. 15. 27. 30
October 5. 7. 10. 11. 14. 18. 21. 25. 28.
Nov 1. 4. 8. 14. 29. 30
Dec 2. 9. 10. 13. 16. 23. 27 Jan 11. 17. 1939

Total No. of Visits 37