

STEEL STEAMER or MOTORSHIP.

Received at London Office 2 DEC 1924

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 *1st December 1924* Port of *VUNDERLAND* No. *28960*
Survey held at *VUNDERLAND* Date First Survey *28th April 1924* Last Survey *1st December 1924*
On the *(State if Machinery fitted Aft and if Single, Twin or Triple Screw)* *SINGLE SCREW "FYLINGDALE"*
State Type *(Full Scantling, Complete Superstructure with or without Tonnage Openings)* *FULL SCANTLING* State Type of Erections *POOP, BRIDGE & FLE*

TONNAGE under Tonnage Deck <i>3498.92</i>	CLASS <i>+100 A-1</i>	State if with freeboard as condition of Class <i>No</i>	Built at <i>VUNDERLAND</i>
Do. of space or spaces between Tonnage Deck and Upper Deck <i>✓</i>	Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) <i>L 364.0</i>	Launched <i>15th OCTOBER 1924</i> Yard No. <i>553</i>	Builders <i>Messrs J.L. THOMPSON & SONS LTD</i>
Total <i>3498.92</i>	Breadth (greatest moulded) <i>B 51.2</i>	Owners <i>ROWLAND & MARWOOD'S S.S. CO. LTD</i>	Managers <i>HEADLAM & ROWLAND</i>
Gross Tonnage <i>3917.72</i>	Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) <i>D 25.0</i>	Residence <i>WHITBY</i>	Port of Registry <i>WHITBY</i>
Register Tonnage <i>2322.28</i>	1st Longitudinal Number (L x D) <i>= 9100</i>	If surveyed while building, afloat, or in dry dock <i>Building afloat & on Pontoon</i>	
	2nd Numeral L x (B + D) <i>= 27735</i>		
REGISTERED DIMENSIONS. FEET.	Framing Depth "d," at middle of length. See Sec. 3 (1d) <i>21.75</i>		
Length <i>364.5</i>	Proportions—Depth to Length—Uppermost continuous deck to top of keel <i>14.56</i>		
Breadth <i>51.5</i>	Do. Long Bridge to top of keel <i>10.87</i>		
Depth <i>22.75</i>	Draught Moulded <i>21-10 3/4</i>		

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>33</i>		Bracket Floors, Frame	<i>7 1/2 3 1/2 36 3/4</i>	
" " from 1/2 length to Collision bulkhead	<i>27 1/2 24</i>		" " Reversed Frame	<i>7 3 36 3/4</i>	
" " in peaks	<i>24</i>		" " Vertical Struts	<i>7 3 36 3/4</i>	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>39 x 48</i>	
Frame Amidships, Angle <i>[45 x 50</i>	<i>12 x 32 x 32 x 45 x 50</i>		" " top Angles	<i>DALE 3 3 46</i>	
" " Extends up to	<i>UPPER DECK</i>		" " bottom Angles	<i>DALE 4 4 52</i>	
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	<i>ONE 36</i>	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	<i>36 1/2 x 48</i>	
Depth of Framing Girder	<i>12 x 4</i>		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	<i>3 1/2 3 1/2 36</i>	
Frames in Uppermost Continuous 'tween Decks, Angle, <i>[or [36 3/4</i>	<i>6 3 1/2 46</i>		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	<i>3 1/2 3 1/2 36</i>	
" " Second 'tween Decks, Angle, <i>[or [36 3/4</i>	<i>6 3 40</i>		" " Gussets, spacing and scantling abaft 1/2 len. from stem	<i>3 1/2 3 1/2 36</i>	
" " FLE Third " " " "	<i>6 3 44</i>		" " Gussets, spacing and scantling forward 1/2 len. from stem	<i>3 1/2 3 1/2 36</i>	
Framing in Peaks, Angle or <i>[</i>	<i>7 3 32</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>4-8 1/2</i>	
Diameter and Spacing of Rivets through Shell Plating	<i>7/8 - 5/4 x 4 7/8</i>		INNER BOTTOM PLATING.		
State if Frame Joggled	<i>No</i>		Breadth and thickness of Middle Line Strake	<i>51 x 46 48</i>	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>FRAMES INCREASED & SIDE FRAMING AS APPROVED</i>		Thickness of remainder in Holds	<i>1/4</i>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>FRAME BOTTOMS 5 1/2 x 3/4 OILER LISTED MIDSHIP THICKNESS OF 3 FRAMES CARRIED TO RULE POSITION OF ALL BARS INTERMEDIATE GIRDERS AS APPROVED</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>	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle, <i>[or [</i>	<i>11 3 1/2 42</i>	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, <i>[or [</i>	<i>11 3 1/2 50</i>	
Middle Line Keelson, on Floors, Angles, <i>[or [</i>			Spacing	<i>EVERY FRAME</i>	
" " Through Plate or Intercoastal Plate			Second Deck, amidships, Angle, <i>[or [</i>		
" " Foundation Plate on Floors			Spacing		
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, <i>[or [</i>		
Side Keelsons, No. each side			Spacing		
" " thickness of Intercoastal Plate			Fourth Deck, amidships, Angle, <i>[or [</i>		
" " Angles			Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, <i>[or [</i>	<i>9 x 3 x 40 7 x 3 x 42</i>	
Solid Floors, thickness and spacing	<i>3/16 EVERY 3rd FRAME</i>		Spacing	<i>9" ALT, Y EVERY FRAME</i>	
" " Are Frame and Reversed Frame joggled?	<i>Yes</i>		Bridge Deck, Angle, <i>[or [</i>	<i>9 3 46</i>	
Bracket Floors, breadth and thickness at middle line	<i>4-5 1/2 40</i>		Spacing	<i>EVERY FRAME</i>	
" " breadth and thickness at margin plate	<i>4-5 1/2 40</i>		Forecastle Deck, Angle, <i>[or [</i>	<i>7 1/2 x 3 1/2 42 6 x 3 x 36</i>	
			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.....	ONE		Stringer Plate, breadth and thickness in way of Bridge		
„ in 'tween Decks, Size and Spacing.....	8 x 3 1/2 x 60 B.A. ALT FRAMES	CHANNEL 7 x 3 1/2 x 75 x 46	Thickness of Plating abreast Deck openings in way of Wells		
„ „ „ „ „	POOP DECK 2 1/4 PILLARS ALT FRAMES		Thickness of Plating abreast Deck openings in way of Bridge		
„ in Holds „ „	CENTRE LINE B.A. HATCH COAMINGS ACTING AS GIRDERS		If Sheathed, material and thickness		
„ „ „ „ „			Third Deck.		
Centre Line Bulkhead.			Stringer Plate, breadth and thickness.....		
Stiffeners and Spacing.....	ENERGY FRAMES 7 x 3 x 42 + AS APPROVED		If Plated, state thickness.....		
Plating, thickness of	30		Fourth Deck.		
STRINGERS AND DECKS.			Stringer Plate, breadth and thickness.....		
Uppermost Continuous Deck.			If Plated, state thickness		
Stringer Plate, breadth and thickness in Wells	52" x 70 x 56 POL AT BRIDGE ENDS		Poop Deck.		
„ „ „ „ in way of Bridge	72" x 36		Stringer Plate, breadth and thickness	34 x 34	33
„ Angle in Wells	6 6 70		Plating, Sheathing, material and thickness ...	30 5 x 3 P.P.	
Thickness of Plating abreast Deck openings in way of Wells	76 + AS APPROVED		Bridge Deck.		
Thickness of Plating abreast Deck openings in way of Bridge	50 TO 32		Stringer Plate, breadth and thickness.....	61 x 51	53"
If Sheathed, material and thickness	No sheathing		Plating, Sheathing, material and thickness ...	41 2" W in way of accommodation	
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...			Stringer Plate, breadth and thickness.....	33 x 34	
			Plating, Sheathing, material and thickness ...	26 34 x 46 5 x 3 P.P.	

SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? <i>Joggled</i>			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		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.			Inches.	Inches.		Inches.	Inches.		
FLAT PLATE KEEL	<i>47</i>	<i>'68</i>	<i>'62</i>	<i>'62</i>	<i>SC</i>	<i>DOUBLE</i>	<i>7/8</i>	<i>3 1/2</i>	<i>TREB</i>	<i>7/8</i>	<i>3 1/2</i>	<i>LAPPED</i>	
„ DBLG. (if any)		✓						✓			<i>3/8</i>		
BOTTOM PLATING, No. of of Strakes <i>THREE.</i>	<i>7 1/2</i>	<i>'62</i>	<i>'44</i>	<i>'44</i>	<i>ABC</i>	<i>DOUBLE</i>	<i>7/8</i>	<i>3 1/2</i>	<i>TREB</i>	<i>7/8</i>	<i>3 1/2</i>	<i>LAPPED</i>	
BILGE PLATING, No. of Strakes <i>Two.</i>	<i>7+6x</i>	<i>'62</i>	<i>'44</i>	<i>'50</i>	<i>DE</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>See 11/2 pgs</i>		
SIDE PLATING, No. of Strakes <i>Two.</i>	<i>69</i>	<i>'62</i>	<i>'42</i>	<i>'42</i>	<i>FG</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
UPPER DECK, Sheer- strake in Wells.....	<i>63 1/2</i>	<i>'70</i>	<i>'42</i>	<i>'42</i>					<i>QUAD</i>	<i>"</i>	<i>3 1/2</i>	<i>"</i>	
UPPER DECK, Sheer- strake in Bridge ...	<i>63 1/2</i>	<i>'62</i>	✓	✓	<i>J</i>	<i>DOUBLE</i>	<i>7/8</i>	<i>3 1/2</i>	<i>TREB</i>	<i>"</i>	<i>3 1/2</i>	<i>"</i>	
STRAKE BELOW Sheer- strake in Wells.....		<i>'68</i>	<i>'54</i>	<i>'42</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>TREB</i>	<i>"</i>	<i>"</i>	<i>"</i>	
STRAKE BELOW Sheer- strake in Bridge ...	<i>69 1/2</i>	<i>'62</i>	✓	✓	<i>H</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
POOP SIDE PLATING		✓	✓	<i>'36</i>		<i>SINGLE</i>	<i>3/4</i>	<i>3</i>	<i>SINGLE</i>	<i>3/4</i>	<i>2 5/8</i>	<i>"</i>	
BRIDGE SIDE PLATING ...	<i>54 1/2</i>	<i>'54</i>	<i>'54</i>	<i>'54</i>	<i>K</i>	<i>DOUBLE</i>	<i>7/8</i>	<i>3 1/2</i>	<i>TREB.</i>	<i>7/8</i>	<i>3 1/2</i>	<i>"</i>	
FOREC'TLE SIDE PLATING			<i>'40</i>			<i>SINGLE</i>	<i>3/4</i>	<i>3</i>	<i>SINGLE</i>	<i>3/4</i>	<i>2 5/8</i>	<i>"</i>	

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c).

Deck next below

As per Rule 6

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 BAR	9x22		D. COLWILL & SONS LTD
STERN FRAME { Propeller Post	FORGING	9 1/2 x 4		Pandulana Forge & Eng. Works
{ Rudder	"	8 1/2 x 4		
RUDDER—A x D		111.5 x 2995	= 334	
Speed of Vessel		NOT EXCEEDING	10 KNOTS.	
RUDDER mainpiece at head ...	FORGING	8 1/2		
" " heel ...	"	6 1/2		
" how constructed		FORGED ARMS	VARUNKON ✓	
" double or single plate		SINGLE PLATE.	1.0 ✓	
" coupling, vertical or				
" horizontal		HORIZONTAL.	✓	

STEEL.

Manufacturer's name or trade mark of the Steel used in the construction of the

Vessel (state process of manufacture) OPEN HEARTH PROCESS.

Bolton Vaughan & Co, South Latham B & Co, Camp Hill, Birmingham 20

Has the Steel been tested as required by the Rules?

EQUIPMENT No. 29854 ✓												LETTER X ✓		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.			
87142	1st Bower ...	56	1	25	POORLESS			46	6	1	0	56-1-0	HARTSHORNE'S	N. HINGLEY & SONS LTD	NETHERTON, 16/10/24 H.G.
87140	2nd „ ...	56	0	0	“			46	0	0	0	56-1-0	“	“	“ 16/10/24 H.G.
87141	3rd „ ...	47	3	10	“			41	0	3	21	44-2-0	“	“	“ 16/10/24 H.G.
	Collective weight.	160	1	4								160-0-0			
87168	Stream	15	1	15	3	3	26	16	18	3	0	15 cwt	RODGERS	N. HINGLEY & SONS LTD	NETHERTON 16/10/24 H.G.

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.	Statutory.	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.				
75776	135	2 1/8	8 1/4	113 3/4	308	3	13	304	1	14	135	2 1/8	PROD LINK	N. HINGLEY & SONS LTD	NETHERTON, 9/10/24 H.G.	TOWLINE...	120	4 1/2	39	120	4 1/2
76569	135	2 1/8	8 1/4	113 3/4	304	1	11	304	1	14	135	2 1/8	"	"	" 16/10/24 H.G.	HAWSERS & WARPS }	2090	3 1/4	22	4090	Y MANILLA
Iron Stream Cable Steel Wire		Cir.										Cir.					"	2090	2 1/2	12 1/2	
	90	4 1/2		39					90	4 1/2	Wire rope supplied by Messrs Webster & Co Ltd										

Steering Gear, Steam John Lynn & Co Ltd										Steering Gear, Hand West Moor Eng Co Ltd									
Boats 20 22'-0" & 20 20'-0"										Steering Chains, Size and Test 1 7/16, TEST 24, 15 TONS Cuts									
Ceiling in Holds, thickness and material 2 1/2" x 4" in way of bays & under hatch only										Cargo Battens, thickness, material and spacing 9" x 2" white pine, spaced 9"									
Cargo Hatchways.—(Upper Deck) Steel plates & angles with stays as approved.										Thickness of Hatches 3" white pine									
Size of No. 1 Hatchway (Forward) 29'-3" x 20'-0" No. 2 30'-3" x 20'-0" No. 3 16'-6" x 20'-0" No. 4 30'-3" x 20'-0" No. 5 30'-3" x 20'-0" No. 6 ✓																			
Number of Shifting Beams under Fore and Afters No. 1 & 5 hatchways 5 webs, No. 2 & 4 hatchways 4 webs, No. 3 hatchway 2 webs.										Builder's Signature									

<p>GENERAL DECLARATION This vessel has been built in accordance with the approved plans & instructions & the Society's Revised Rules. The materials and workmanship are good and efficient. The freeboard has been verified & the marks cut in on the vessel's sides. The double bottom tanks & peak tanks have been tested and found satisfactory and the weather decks, bulkheads & tunnel hose tested with satisfactory results.</p> <p>The vessel has been placed on Messrs Austin's Pontoon & the bottom & rudder cleaned, examined & coated.</p> <p>The following approved plans are forwarded herewith, viz:—Midship Section, Profile & Decks, Rudder Plan, Stern Frame, Topside Shell, Bulkheads, Stringers, & Ash Photo also Fozing Report of Stern Frame & Rudder.</p>																			
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The amount of Entry Fee £ 7: : : Fees applied for, - 1 DEC 1924										I am of opinion the Vessel should be Classed * 100-A-1.									
Special Survey Fee.... £ 270: 18: : Received by me, - 1 DEC 1924																			
Freeboard Fee £ 9: 0: 0																			
Travelling Expenses, if any £ : : : : : ✓																			
State whether the Vessel has been built under Special Survey ✓										Signature W. T. Hudson.									
Certificate to be sent to SUNDERLAND										Date of issue 2/2/24									

Committee's Minute										TUES. 2 DEC '24									
Character assigned										+ 100A1									
										Lloyd's arcp, + LmC. 12. 24									
										Wrote X Jm									

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.)

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

1st Bower *WEIGHT, INCLUDING PIN* 36 - 3 - 15. M.B. N° 1941. 16/4/24.
2nd " " " 36 - 2 - 14. M.B. N° 1942. 16/4/24.
3rd " " " 29 - 0 - 7. D.D.W. N° 4776 6/10/21.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 32.54 ft., R.Q.D. ✓ ft., Bridge 222.25 ft., Forecastle 33.0 (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ✓

No. and Material of Decks and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) 104 (STEEL)

Official No. 137086 ; Signal Letters If bottom of Vessel has been coated Inside ✓

particulars of composition FIRECLINE, CEMENT IN TANK UNDER BOILERS

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Cap. Tons.
Double bottom, aft,	118.25	311	Fore peak tank,	17.5	68
Double bottom, under Engines and Boilers,	38.5	143	After peak tank,	24.0	194
Double bottom, if under Engines only, ✓	✓	✓	Deep tank, aft,		
Double bottom, if under Boilers only, ✓	✓	✓	Deep tank, forward,		
Double bottom, forward,	164.0	508	Other tanks, if fitted, ✓		
	Total capacity of double bottom	962	(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. 5576

Date 5.4.24

Dates of Surveys held while building

1924. Apr. 28. 17 May. 13. 16. 23. 26. 27. 30. June. 5. 6. 12. 18. July 3. 15. 18. 24. Aug. 1. 5. 12. 20. Sep. 1. 11. 18. 24. 29. 30. Oct. 1. 2. 9. 14. 7. 8. 9. 10. 13. 14. 15. 17. 21. 24. 29. 31. Nov. 3. 7. 11. 19. 24. 25. 26. 28. Dec. 1.

Lloyd's Register Foundation

Total No. of Visits 5