

STEEL STEAMER ~~OR~~ MOTORSHIP.

20 JUN 1934

Received at London Office

State if Report has been sent on the Freeboard of the Vessel. YESState if Report is sent on the Machinery of the Vessel. YESDate of completion of report 15th JUNE, 1934.Port of GreenockNo. 19464.Survey held at Port - GlasgowDate First Survey 4th AUGUST, 1933.Last Survey 12th JUNE, 1934

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

SINGLE SCREW.JAMAICA PRODUCER

State Type (Full scantling, Complete Superstructure with or without Tonnage Openings)

Complete Superstructure without tonnage opening State Type of Erections Loose on Superstructure.TONNAGE under Tonnage Deck... 4673.07CLASS *100A1
WITH FREEBOARDState if with freeboard as condition of Class YESBuilt at Port. Glasgow

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 410.0Launched 4th APRIL 1934. Yard No. 868Total 4673.07Breadth (greatest moulded) B 54.5Builders Lithgows LimitedGross Tonnage 5325.20Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 34.0 CORRECT 33.5 ACTUALOwners JAMAICA BANANA PRODUCERS STEAMSHIP CO. LD.Register Tonnage 2935.361st Longitudinal Number (L x D) 410 x 34 = 13940.0Managers KAYE, SON & CO. LD.

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

2nd Numeral L x (B + D) 410 x (54.5 + 34.0) = 36285.0Residence LONDON.REGISTERED DIMENSIONS.
FEET.Length 411.1Framing Depth "d," at middle of length. See Sec. 3 (1d) HOLDS 3.51 2x8 SPACE 22.11Port of Registry KINGSTON. JAMAICA.Breadth 54.75Proportions—Depth to Length—Uppermost continuous deck to top of keel 12.24

If surveyed while building, afloat, or in dry dock

Depth 30.35Do. Long Bridge to top of keel ✓Draught Moulded 23'-8"Building, Afloat & in Dry Dock.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted. AS APPROVED.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted. AS APPROVED.
FRAMES, Spacing amidships	30"		Bracket Floors, Frame	N.B.S. 6 3 1/2 37	
" " <u>THROUGHOUT N^o 1 HOLD from 1/2 length to Collision bulkhead</u>	24"	27' FOR ^o of 7/8" LTH To Collision BHP.	" " Reversed Frame.....	B.A. 5 3 40	
" " in peaks.....	24"		" " Vertical Struts 1...B.A.	2 CHANNEL 9 x 3 1/2 x 3 1/2 x 38	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	51	48
Frame Amidships, Angle, E or F.....	N.B.S. 8 3 1/2 44		" " top Angles.....	3 1/2 3 1/2 52	
" " Extends up to.....	UPPER DECK.		" " bottom Angles.....	4 4 58	
SIDE FRAMING IN ENGINE & BOILER SPACE.			Side Girders, No. each side and thickness	1 2 38	
Reversed Frame Amidships, Angle B.A. (N.B.S.)	ENGR SPACE 11 3 1/2 61		Margin Plate depth (excl. of flange) and thickness.....	4 7 1/2 52	
" " Extends up to...	BOILER SPACE 11 3 1/2 67	To 2 nd DECK.	" " Vertical Angle to Tank side Bracket <u>IN FOR^o HOLDS AND FROM 1/2 IN. E.A.B. SPACES</u>	5 3 1/2 x 3 1/2 x 45	
Depth of Framing Girder			" " Vertical Angle to Tank side Bracket <u>IN. E.A.B. HOLD</u>	3 1/2 3 1/2 43	
Frames in Uppermost Continuous 'tween Decks, Angle, E or F (N.B.S.)	8 3 1/2 44	6 1/2 x 3 1/2 x 36 ON ALTERNATE	" " Gussets, spacing and scantling <u>IN FOR^o HOLDS & IN E.A.B. SPACE</u>	40 CONT ^o PLATE	40 ^o EVERY 3 rd IN HOLDS
" " Second 'tween Decks, Angle, E or F	8 3 1/2 44	6 1/2 x 3 1/2 x 36 EVERY.	" " Gussets, spacing and scantling <u>IN AFTER HOLD</u>	40 EVERY 3 rd FRAME	
" " Third " " " "	8 3 1/2 44		Tank Side Brackets, height above base line at toe of Frame and thickness	51	43
Framing in Peaks, Angle, E or F	N.B.S. 8 3 1/2 44	APT PEAK 7 x 3 x 40	TANK TOP LEVEL ACROSS IN N^o 1 HOLD & B.A. FRAMES CARRIED THROUGH PLATING AS APPROVED.	6 5 1/2 x 45 & 55	HOLDS 2x8 SPACE.
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8" 2 5 3/4	17 x 3 x 40	INNER BOTTOM PLATING.		
State if Frame Joggled	<u>YES</u>		Breadth and thickness of Middle Line Strake ...	70	48
ANTING ARRANGEMENTS (Sec. 7), state system and particulars			Thickness of remainder in Holds.....		42
STRENGTHENING OF BOTTOM FORWARD. State Particulars			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?.....	YES	
ANGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds.....			Uppermost Continuous Deck, amidships <u>in Wells, Angle, E or F</u>	6 x 3 1/2 x 3 1/2 x 38	
Height of Brackets at side above base line at toe of frame.....			" " in way of Bridge, Angle, E or F.....		
Middle Line Keelson, on Floors, Angles, E or F			Spacing.....	EVERY FRAME	
" " Through Plate or Intercoastal Plate...			Second Deck, amidships, Angle, E or F	6 x 3 1/2 x 3 1/2 x 48	
" " Foundation Plate on Floors.....			Spacing.....	EVERY FRAME	
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, E or F	6 x 3 1/2 x 3 1/2 x 48	
Side Keelsons, No. each side			Spacing.....	EVERY FRAME	
" " thickness of Intercoastal Plate...			Fourth Deck, amidships, Angle, E or F	6 x 3 1/2 x 3 1/2 x 48	
" " Angles.....			Spacing.....	EVERY FRAME	
DOUBLE BOTTOM.			Poop Deck, Angle, E or F		
Solid Floors, thickness and spacing.....	40 EVERY 3 rd		Spacing.....		
" " Are Frame and Reversed Frame joggled?.....	<u>YES</u>		Bridge Deck, Angle, E or F		
Bracket Floors, breadth and thickness at middle line	31 1/2 38		Spacing.....		
" " breadth and thickness at margin plate.....	43 1/2 38		Forecastle Deck, Angle, E or F	7 3 38	
			Spacing.....	EVERY FRAME	

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.....	2 Rows.								
UPPER									
in 'tween Decks, Size and Spacing.....	3 3/8 DIA	90"							
2ND " " " " " "	4" DIA	90"							
3RD " " " " " "	4 1/2 DIA	90"							
in Holds " " " "	5 1/4 DIA	90"							
" " " " " "	AND AS PER APPROVED PLAN.								
Centre Line Bulkhead.									
Stiffeners and Spacing.....									
Plating, thickness of									
STRINGERS AND DECKS.									
Uppermost Continuous Deck.									
Stringer Plate, breadth and thickness in Wells	58"	60"							
" " " " " " in way of Bridge									
" Angle in Wells	6	6	60"						
Thickness of Plating abreast Deck openings in way of Wells			39						
Thickness of Plating abreast Deck openings in way of Bridge & A.B. CASING.....			44						
Thickness of Plating within line of openings...			34						
If Sheathed, material and thickness	5" x 3" B.P.								
Second Deck.									
Stringer Plate, breadth and thickness in Wells...	54"	40"							
Stringer Plate, breadth and thickness in way of Bridge									
Thickness of Plating abreast Deck openings in way of Wells			39						
Thickness of Plating abreast Deck openings in way of Bridge & A.B. CASING.....			44						
Thickness of Plating within line of openings...			34						
If Sheathed, material and thickness	5" x 3" B.P.								
Third Deck, CLEAR OF E & B SPACE ONLY.									
Stringer Plate, breadth and thickness.....	47 1/2"	34"							
If Plated, state thickness.....		25							
Fourth Deck, CLEAR OF E & B SPACE ONLY.									
Stringer Plate, breadth and thickness.....	47 1/2"	34"							
If Plated, state thickness		25							
Roop Deck.									
Stringer Plate, breadth and thickness									
Plating, Sheathing, material and thickness ...									
Bridge Deck.									
Stringer Plate, breadth and thickness.....									
Plating, Sheathing, material and thickness ...									
Forecastle Deck.									
Stringer Plate, breadth and thickness.....	35"	34"							
Plating, Sheathing, material and thickness ...	26 SHEATHED WITH 5" x 2 1/2" B.P.								

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.	NO. OF ROWS OF RIVETS.	RIVETS.	STRAPPED OR LAPPED.		
	Breadth.	Thickness.	Thickness.	Thickness.								
FLAT PLATE KEEL	51"	75	66	66		DOUBLE	7/8" 3 1/2"	4R - 3R	1" 4"0	LAPPED		
" Date (if any)												
BOTTOM PLATING, No. of StrakesA.....		58	48	48		"	" "	3R	7/8" 3 1/2"	"		
BILGE PLATING, No. of Strakes1.....		58	48	48		"	" "	"	" "	"		
SIDE PLATING, No. of Strakes3.....		58	58 & 52	46		"	" "	"	" "	"		
UPPER DECK, Sheer-strake in Wells.....	72	67	46	46		"	" "	4R - 3R	" 3 1/2"	"		
UPPER DECK, Sheer-strake in Bridge ...												
STRAKE BELOW Sheer-strake in Wells.....	72	64	46	46		"	" "	4R - 3R	" "	"		
STRAKE BELOW Sheer-strake in Bridge ...												
POOP SIDE PLATING	BOTTOM SHELL (3 STRAKES P.S.) FORW ^d OF 1/2 LTH. TO COLLISION B.H. 64"											
BRIDGE SIDE PLATING ...	SIDE SHELL FORW ^d OF 3/5 LTH BETWEEN TANK MARGIN & 2 ND DS INCREASED 10 OVER RULE											
FORECASTLE SIDE PLATING			40			SINGLE	3/4" 3-0	1R	3/4" 2 1/2"	"		

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— 9

Extending to Upper Deck (Sec. 3 c) 1

" Deck next below 8

As per Rule 7.

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				
STEM	ROLLED STEEL	9 1/2 x 2 1/2		
STERN FRAME { Propeller Post	CASTING.	14 x 10	BOCHUMER VEREIN OF BOCHUM.	
{ Rudder "	"	14 x 3 1/2		
RUDDER—A x D				
Speed of Vessel				
RUDDER mainpiece at head	FORGING	12 1/2 DIA		
" heel ...	CASTING.	14 x 8 1/2	BOCHUMER VEREIN OF BOCHUM.	
" how constructed	"	8 1/2 x 8 1/2	BOCHUM.	
" double or single plate	"	46		
" coupling, vertical or horizontal.....				

STIFFENERS.

	Plating Thickness.	VERTICAL.				HORIZONTAL.			
		Scantlings.		Spacing.		Scantlings.		Spacing.	
MIDSHIP BULKH'D, Upper tween decks									
" " Second " "		27-26	4 1/2 x 3 x 35	30"					
" " Third " "		31-27	5 1/2 x 3 x 32	30"					
" " Holds .N ^o . 107.....		38-31	7 1/2 x 3 x 38	30"					
COLLISION " (in Hold)		47-26	8 1/2 x 3 x 40	24"	4 TH , 3 RD & 2 ND DECKS.				
AFTER PEAK " "		46-30	7 x 3 x 39	24"	4 TH & 3 RD DECKS.				

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) OPEN HEARTH PROCESS.

Colvilles Ltd; Skinningrove Iron Works; Steel Company of Scotland; Corbitt Iron Co; Brown Long & Co; Lanarkshire Steel Company Ltd.

Has the Steel been tested as required by the Rules? Yes.

EQUIPMENT No. 38941										LETTER af	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.				
34671	1st Bower ...	71	3	0	Stockless			54	15	0	0	68	BYERS IMPROVED.	NOT STATED	SUNDERLAND 31.1.34 J. H. BUTLER
34670	2nd „ ...	71	1	14	„			54	10	0	0	68	D°	D°	D°
34673	3rd „ ...	71	1	14	„			54	10	0	0	58½	D°	D°	D° 1.2.34
	Collective weight.	214	2	0								194½			
47610	Stream	19	1	0	5	0	21	20	1	3	14	19	ORDINARY	D°	CROLEY HEATH 2.2.34 S. C. PAUL
47630	Keopg	8	0	8	2	0	4	10	5	0	0	✓	D°	D°	D° 19.2.34

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.	Statio- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.
98405	270	2"			100.8	141.1	575	0-0		TAYCO STUD LINK	NETHERTON 28.12.33 J. A. ROLF. (ASSIST)	TOWLINE	110	4 3/4	64.6	120	4 3/4
												HAWSERS & WARPS	2290	2 3/4	15.2	2290	2 3/4
												"	2290	2 1/2	13.2	2290	2 1/2
Stream Chain or Steel Wire	90	5			52.8					9.5. H.		"					

Steering Gear, Steam BY HASTIE & Co. GREENOCK.

WILSON & PIRRIE COMBINED STEAM & EMERGENCY HYDRAULIC GEAR.

Steering Gear, Hand

Boats 4 LIFEBOATS & 1 DINGHY.

Steering Chains, Size and Test TELE MOTOR GEAR

Windlass STEAM BY EMERSON WALKER, LTD.

Ceiling in Holds, thickness and material INSULATION FITTED THROUGHOUT EXCEPT CARGO BATTENS. Thickness, material and spacing TWEEN DECK INSULATED THROUGHOUT.

Cargo Hatchways.—(Upper Deck) STEEL PLATES AND ANGLES. Thickness of Hatches 3" SOLID COVERS.

Size of No. 1 Hatchway (Forward) 20'0" x 14'0" No. 2 27'6" x 14'0" No. 3 17'6" x 14'0" No. 4 17'6" x 14'0" No. 5 " No. 6 "

Number of Shifting Beams and/or Fore and Afters 3 BEAMS IN NOS 1, 3 & 4 HATCHES ; 5 BEAMS IN N° 2 HATCH ;

Builder's Signature FOR LITHGOWS LIMITED. L. Campbell.

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 NO. The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

This vessel has been built in accordance with the Approved Plans & in general conformity with the Rules for the class contemplated.

The materials & workmanship are of good quality.

Oil fuel for burning purposes is carried in N° 1, 2, 3, 4 & 6 Double Bottom Tanks, & in Cross Bunker & Wing Bunkers at fore end of Boiler Space. Flash point above 150°F.

All Double Bottom Tanks, Fore Peak Tank, After Peak Tank, Fresh Water Deep Tanks at sides of Shaft Tunnel & Cofferdams in Double Bottom were tested as required by the Rules & found satisfactory, & also Sect 20 of the Rules fully complied with in way of Oil Fuel.

Weather Decks, Shaft Tunnel, & W.T. Bulkheads were hose tested & found satisfactory.

Freeboard verified & marks cut in on vessel's sides.

Interim Certificate issued. Copy attached.

The amount of Entry Fee £ 9 : 0 : 0
 Special Survey Fee.... £ 333 : 2 : 6
 FREEBOARD
 Travelling Expenses, if any £ 16 : 0 : 0
 DOCKING FOR GROUNDING. £ 3 : 3 : 0

Fees applied for,

13th JUNE 1934

Received by me,

15th JUNE 1934

24th MAY 1934. APPLIED FOR 15th JUNE 1934.

State whether the Vessel has been built under Special Survey YESI am of opinion the Vessel should be Classed X 100A1 WITH FREEBOARD

Signature

R. Dundas

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to GREENOCK. via Glasgow Date of issue 25/6/34Committee's Minute GLASGOW 19 JUN 1934Character assigned +100.A1With for 6, 34.Lloyd's Assoc.+ L.M.C. 6.34. F.D.Fitted for Oil Fuel 6, 34.F.P. above 150°F.Glas. Light.Cargo battens not fitted in after hold.

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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 account of touching Sandbank opposite Builder's Yard after the launch on the 4th April 1934. Vessel placed in Barrel Dry Dock, Greenock, bottom, keel & rudder cleaned, examined & found in good condition. Paint where scrubbed on bottom overhauled & bottom recoated with anti-fouling composition. 12 Rivets in forward keel butt renewed & caulking of butt overhauled.

Electric Welding carried out in ship. Heads & Heels of Hold & Green D^o Pillars. Oil Fuel Bunkers. Bulkheads & Stiffeners welded. Double Bottom in No. 1 Hold level across ship, Stringer Plates on 2nd, 3rd & 4th Decks welded to shell. Double Bottom in No. 1 Hold level across ship, margin plates welded to shell, side B.A. frames carried through margins with welded plate collars; Oil Fuel Bunkers. Deck plating welded to shell & welded plate collars on frames. F.W. Tanks at Tunnel Sides - Deck plating welded to shell & welded plate collars on frames. Deckhouse, Hatch Beaming & casing deck angles welded at corners. The welding has been carried out in accordance with the approved Plans & in general conformity with the Society's regulations for Electric Arc Welding, & found satisfactory.

List of Plans.

Midship Section; Profile & Decks; Sternframe; Rudder; Cruiser Stern; Tunnel; Fore-end Beaming; Strengthening in bottom forward; O.T. Bulkheads; N.T. Bulkheads Forward; N.T. Bulkheads Aft; Cargo Hatches; Centre Girders Forward (welded); Keel Plate Forward; Floor in F.W. Tank Aft; Midship Cargo Door; Fore Large Doors; Inspection Hatches on upper Deck; Inlet Reservoir; Upper Deck openings in way of Cooler House; O.F. Settling Tanks & Side Bunkers; Manhole to Pipe Tunnel; Reverse Bars on 4th Deck Beams forward; Welding of Stringer Plates to shell in painting area; Part 2nd Deck showing openings for vent trunks; Boat Deck & Midship Deckhouse; E & B Casings; Quadrant & Tiller; Pumping Arrangements; Midship Section; Profile & Decks; (As built).

Forging Reports:— Sternframe; Rudder;

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	2nd "	3rd "	W. H. & P. IN.	SURV. INIT.	N ^o CERTIFICATE	DATE OF TEST
				43 - 3 - 21	R.L.	3710	11.1.34
				44 - 0 - 14	R.L.	3709	11.1.34
				44 - 0 - 21	R.L.	3711	11.1.34

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle 49.5 (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) 2 DKS (STL - WEATHER DECK W.S.); 3rd & 4th DKS (STL) IN HOLDS. Is bottom of Vessel coated with cement ☒ if not

Official No. ; Signal Letters particulars of composition PORTLAND CEMENT ON BOTTOM IN FORE & AFTER PEAK TANKS; FRESH WATER TANKS AFT; & ENGINE ROOM D.B. TANK.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	70.0	206	Fore peak tank,		
Double bottom, under Engines and Boilers,	70.0	328	After peak tank,		
Double bottom, if under Engines only,			Deep tank, aft, AT TUNNEL SIDES,	52.5	23
Double bottom, if under Boilers only,	152.5	376	Deep tank, forward, (OIL FUEL BUNKER) 20ft. 649 TONS.		
Double bottom, forward,			WING O.F. BUNKER P 17.5ft. 82.5 TONS.		
			Other tanks, if fitted, 5 17.5ft. 82.5 TONS.		
			(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 3344

Date 9th October 1933

Dates of Surveys held while building

(1933) Aug. 4. 21. 22. 23. Sept. 1. 5. 20. 21. 25. 24. Oct. 2. 11. 19. 20. 23. 25. 24. 30. 31. Nov. 3. 4. 9. 10. 13. 15. 14. 20. 22. 23. 24. 28. 30. Dec. 1. 6. 7. 8. 13. 15. 19. 21. 22. (1934) Jan. 9. 12. 15. 14. 19. 23. 25. 29. 31. Feb. 1. 5. 6. 7. 8. 9. 12. 13. 14. 16. 19. 21. 23. 24. 28. Mar. 1. 2. 5. 7. 9. 13. 14. 15. 16. 19. 22. 23. 26. 27. 28. 29. Apr. 3. 11. 14. 26. May 1. 3. 10. 11. 13. 16. 24. 29. 30. 31. June 1. 12.

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