

STEEL STEAMER & MOTORSHIP.

Received at London Office 17 FEB 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 15th February 1926 Port of NEWCASTLE-ON-TYNE No. 80118
Survey held at Wallsend-on-Tyne Date First Survey 8th April 1925 Last Survey 6th February 1926
On the "City of Lyons"
State Type Full beam tugs State Type of Erections Forecastle & Bridge connected. Poop disconnected.

TONNAGE under Tonnage Deck... 6794.62 CLASS 100. A.1. State if with freeboard as condition of Class No
Do. of space or spaces between Tonnage Dk. and Upper Dk. Bridge Space 14.29
Poop 51.45
Deck Houses 171.77
Hatch excess 30.44
Total 267.95
Gross Tonnage 7062.57
Register Tonnage 4461.32
REGISTERED DIMENSIONS. FEET.
Length 455.5
Breadth 58.1
Depth 31.8
Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 455.0
Breadth (greatest moulded) B 57.75
Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 34.33
1st Longitudinal Number (L x D) = 15620
2nd Numeral L x (B + D) = 41896
Framing Depth "d." at middle of length. See Sec. 3 (1d) 19.33
Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.25
Do. Long Bridge to top of keel 10.62
 Draught Moulded 27.10 1/4
Built at Wallsend-on-Tyne
Launched 1st Decem^r 1925 Yard No. 1287
Builders Swan, Hunter & Wigham, Richardson & Co. Ltd.
Owners Ellerman Lines Ltd.
Managers Hall Line Ltd.
(Where necessary to be entered in Reg. Book.)
Residence Liverpool
Port of Registry Liverpool
Surveyed while building, afloat, or in dry dock

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	36"	—	Bracket Floors, Frame	B.A. 9 3 1/2 .53	—
" " from 1/2 length to Collision bulkhead	30"	—	" " Reversed Frame	B.A. 8 1/2 3 1/2 .53	8 1/2 x 3 1/2 x .53
" " in peaks	24"	—	" " Vertical Struts	B.A. 8 1/2 3 1/2 .53	—
SIDE FRAMING.			also double flanged plates	15 x .45	—
Frame Amidships, Angle E or F (36" x 30")	10 3 1/2 .46	—	Centre Girder, depth and thickness amidships	44 .58	—
" " Extends up to Upper 2 nd Deck & Bridge	—	—	" " top Angles	3 1/2 3 1/2 .54	—
Reversed Frame Amidships, Angle (36" x 30")	10 3 1/2 .46	—	" " bottom Angles	5 5 .62	—
" " Extends up to Second Deck	—	—	Side Girders, No. each side and thickness	One .42	—
Depth of Framing Girder	B.A. 9 1/2 .10 .10 1/2	—	Margin Plate depth (excl. of flange) and thickness	4.3 .57	—
Frames in Uppermost Continuous Decks, Angle E or F	5 3 1/2 .40	—	" " Vertical Angle to Tank side Bracket abaft 1 st len. from stem	6 6 .50	—
" " Second Deck, Angle E or F	7 3 1/2 .42	7 x 3 x .42	" " Vertical Angle to Tank side Bracket forward 1 st len. from stem	3 1/2 x 3 1/2 .50	—
" " Third " " "	—	—	" " Gussets, spacing and scantling abaft 1 st len. from stem	42 Every frame 5 R 1/8	—
Framing in Peaks, Angle or F	9 3 .40	—	" " Gussets, spacing and scantling forward 1 st len. from stem	42 Every frame 5 R 1/8	—
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/16" S = 5 1/2" D 7" 30" S = 6" D	9 x 3 x .40	Tank Side Brackets, height above base line at toe of Frame and thickness	5.11 x .51	—
State if Frame Joggled	Joggled in peaks	—	INNER BOTTOM PLATING.		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	Hold Strungers 46 x 60 with double face 0.2 5 x 60 10 x 60	—	Breadth and thickness of Middle Line Strake	78 x .60 .52	—
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Frame B.A. 9 1/2 x 3 1/2 with R.F. 4 1/2 x 40 below Hold Strungers. Also 6 pan. 12" floor cross frame. Frames 5 1/2 x 46 Increased shell Extra intercostals	—	Thickness of remainder in Holds	47 1/2 .55 40 7/8 .57 43 1/2 .58	—
SINGLE BOTTOM.			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	—
Floors, Depth and thickness at mid-line in Holds	—	—	BEAMS.		
Height of Brackets at side above base line at toe of frame	—	—	Uppermost Continuous Deck, amidships (at 36" S in Well, Angle E or F)	9 3 1/2 .44	—
Middle Line Keelson, on Floors, Angles, E or F	—	—	" " in way of Bridge, Angle, E or F	9 1/2 3 1/2 .44	—
" " Through Plate or Intercostal Plate	—	—	" " (at 30" x 27" S. B.A. Spacing)	8 1/2 3 1/2 .49	—
" " Foundation Plate on Floors	—	—	Second Deck, amidships, Angle E or F (at 27" x 30" S)	10 3 1/2 .50	—
" " Flat Plate Keel Angles	—	—	Spacing	Every frame	—
Side Keelsons, No. each side	—	—	Third Deck, amidships, Angle E or F	—	—
" " thickness of Intercostal Plate	—	—	Spacing	—	—
" " Angles	—	—	Fourth Deck, amidships, Angle E or F	—	—
DOUBLE BOTTOM.			Spacing	—	—
Solid Floors, thickness and spacing	(B.S. .62) 42	(B.S. .52)	Poop Deck, Angle E or F	7 1/2 3 .34	—
" " Are Frame and Reversed Frame joggled?	Yes	—	Spacing	Every frame	—
Bracket Floors, breadth and thickness at middle line. Flanged	36 .45	—	Bridge Deck, Angle E or F (at 36" S at 30" x 27" S)	9 3 1/2 .42 8 1/2 3 1/2 .40	—
" " breadth and thickness at margin plate. Flanged	30 .45	—	Spacing	Every frame	—
Forecastle Deck, Angle E or F	8 1/2 3 1/2 .40 8 1/2 3 1/2 .40	—	Forecastle Deck, Angle E or F	—	—
Spacing	—	—	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.....	Two (wide spaced) with girders.				—		49				38	—	
„	Pillars = circular = electrically welded.				—								
„	in 'tween Decks, Size and Spacing.....				7x36 — 7½x40	—		42				36	40 — 34
„	„ „												

SHELL PLATING.

STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	RIVETING.			
	AMIDSHIPS.		FORWARD.	AFT.		EDGES.		BUTTS.	
						State if joggled?			
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.	RIVETS.	No. of ROWS OF RIVETS.	STRAPPED OR LAPPED.
FLAT PLATE KEEL	52 1/2	87	78	78		Double	1 3/4	Four over 76	Lapped 14
" DBLG. (if any)									
BOTTOM PLATING, No. of Strakes	72	69 1/2	73	69			7/8 3 1/2	Four 1/2 L	12
BILGE PLATING, No. of Strakes	66	69	54	69					
SIDE PLATING, No. of Strakes	63	67 1/2	51	47	67 1/2			Three 7 1/2	9
UPPER DECK, Sheer-strake in Wells.....	51	71 1/2	47			Double	7/8 3 1/2	Three 7 1/2	9
UPPER DECK, Sheer-strake in Bridge ...	51	71 1/2	47			Double	7/8 3 1/2	Three 7 1/2	9
STRAKE BELOW Sheer-strake in Wells.....	64	84		47		Double	1 1/2 4 1/2	Five 1/2 L	17 1/2
STRAKE BELOW Sheer-strake in Bridge ...	64	67 1/2	47				7/8 3 1/2	Three 7 1/2	9
POOP SIDE PLATING				40		Single	3/4 3	Double	5
BRIDGE SIDE PLATING ...	48	70		76	66	Double	7/8 3 1/2	Four 1/2 L	12
FORECASTLE SIDE PLATING	59	70		70		Single	3/4 3	Double	5

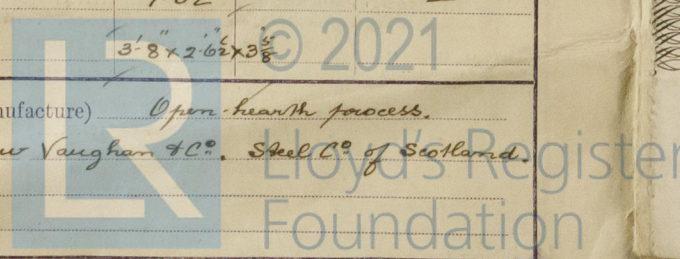
WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—					
Extending to Upper Deck (Sec. 3 c)	Seven.				
„ Deck next below	Two.				
As per Rule	Seven.				
	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULK'HD, Upper tween decks	30/31.	B. a. 5 1/2 x 30.	33/36	—	—
„ No. 33 Second Hold	31/42	12 x 3 1/2 x 30	31	—	—
„ No. 98 Third „	30/47	B. a. 9 x 3 x 48.	24.	One Semi. box 36 x 42.	5
„ No. 133 Holds	32/44	9 x 3 x 42.	30.	One Semi. box 54 x 50.	5
COLLISION „ (in Hold)	32/52	above semi. box 36 x 50.	24.	Face 12 x 3 1/2 x 30.	5
AFTER PEAK „ „	30/44	B. a. 8 1/2 x 3 x 48.	24	One Semi. box 8 x 3 x 48.	5
		15. 4 x 3 x 36.	24.	7 x 3 x 42.	5
				Recess top & one B. a. 5 x 3 x 5.	5

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	10 x 2 1/2	Darlington	
STERN FRAME { Propeller Post	Cast Steel	10 1/2 x 9	D°	
{ Rudder	Forging	9 1/2 x 9	D°	
RUDDER—A x D.....		157.68 x 4.81		758.2
Speed of Vessel ... 11 1/2 knots.				
RUDDER mainpiece at head ...	Forging	13 1/2 x 12 1/2	D°	12 1/2 x 12 1/2
" heel ...	D°	9 1/2		
" how constructed	Forged & built.			
" double or single plate coupling, vertical or horizontal		1.02		

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
	Skinner Howe, Downman Long, South Durham, Cargo Fleet, Bolekaur Vaughan & Co., Steel Co. of Scotland, Colville.
	Has the Steel been tested as required by the Rules? Yes.



17 FEB 1926

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EQUIPMENT NO. 44666												LETTER C+		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.		
28962	1st Bower ...	77	2	0	Stockless.			57	8	3	0	77	Byers Improved	Not stated	I. P. H. S. 29-6-25 J. H. Butler.		
28961	2nd „ ...	76	3	0	“			57	5	0	0	77	Stockless.	“	“	“	“
28959	3rd „ ...	65	3	0	“			51	7	2	0	65½	“	“	“	“	“
	Collective weight.	220	0	0								219½					
24239	Stream	22	3	0	6	0	0	22	18	3	0	22	Rodgers.	S. Taylor & Sons	I. P. H. I. N. 9-7-25	A. Green.	

CHAIN CABLES.										HAWSERS AND WARPS.							
Number of Certificate.	Length and size supplied.		Test per Certificate. Statu- tory. Break- ing.	WEIGHT OF CHAIN CABLE.		Length and Size per Table 53.		Descrip- tion.	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.		Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.	
13930	300	Ins. 2 7/8	Tons. 106.10. Tons. 116.98	Cwts. qrs. lbs. 902-3-21.	Cwts. 890 1/4	Fathoms. 300. V	Ins. 2 7/8	Shd. Link.	S. Taylor & Sons L ^d	I.P.H.I. N. 31-7-25 A. Green.	TOWLINE...	Fathoms. 130	Ins. 5 1/4	Tons. 89	Fathoms. 130	Ins. 5 1/4	
Lead Stream Chain or Steel Wire	120	Cir. 5	68.9 -	-	-	120	Cir. 5				HAWSERS & WARPS	4-100	8	-	4-100	8	
											"	Manilla					
											"						

Steering Gear, Steam Electric Hydraulic double drums. Steering Gear, Hand Additional quadrant, with blocks & Hastie & Co. L^d.
 Boats & Lifeboats 26'0". Steering Chains, Size and Test None Windlass Clarke Chapman & Co. L^d.
 Ceiling in Holds, thickness and material Over Bilges only = pine 2 1/2". Cargo Battens, thickness, material and spacing Pine 6"x2" = Upper & lower & Holds.
 Cargo Hatchways. (Upper Deck) Usual construction: - plates & girders. Thickness of Hatches 3" Pine.
 Size of No. 1 Hatchway (Forward) 27'0"x18'0" No. 2 42'0"x18'0" No. 3 30'0"x18'0" No. 4 11'6"x18'0" No. 5 39'0"x18'0" No. 6 30'0"x18'0".
 Number of Shifting Beams and/or Fore and Afters No. 1, 3, 6, Hatches = five webs. No. 2, 5 = seven webs. No. 4 = one web. No fore & afters.

FOR SWAN, HUNTER & WIGHAM RICHARDSON, LD.

Builder's Signature

Thomas Wilkinson

GENERAL DECLARATION This vessel has been built in accordance with the approved plans. The Secretary's Letters & in other respects in conformity with the Society's revised Rules & Regulations.
 The materials & workmanship are good.
 The weather decks, the W. J. Bulkheads & the tunnel have been tested & found to be satisfactory.
 The double bottom tanks, the double bottom coffer dams, the peak tanks & both the deep tanks, have been water-tested as required by the Rules & found in good order. The settling tank was also tested & found good.
 The W. J. doors were tested & found to be efficient.
 The peak tanks & the hold double bottom tanks have been constructed with a view to the carriage of oil fuel. The requirements of Section 35 of the Rules have been complied with.
 The freeboard assigned in the Secretary's Letter dated 27th November 1925 has been duly marked & verified & cut in on the vessel's side. Freeboard report No 79838.
 Deep tank at fore end: - Oil gutters were fitted on the tank, lining on the bulkheads expansion turnk & heating coils with a view to the carriage of occasional cargoes of commercial oil.

The amount of Entry Fee £ 10 : 0 : 0
 Special Survey Fee £ 376 : 11 : 6
 Freeboard 13 0 0
 Travelling Expenses, if any £ : :
 Fees applied for, 5/2/1926
 Received by me, 12/2/1926

I am of opinion the Vessel should be Classed 100 A.I.

State whether the Vessel has been built under Special Survey Yes

Signature

Thomas S. Shute

Surveyor to Lloyd's Register of Shipping.

H.M. NEWCASTLE-ON-TYNE

Certificate to be sent to

Date of issue 19/2/26

Committee's Minute

FRI. 19 FEB 1926

Character assigned

100 F.I.

+ L.M.C. 2.26 C.L.

Lloyd's A & C.P. Fitted for Oil Fuel 2.26 A.P. above 150°

mly



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Lloyd's Register Foundation

002853-002854-0116 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.)

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

1st Bower

46-0-21

50-3-21

No. 5869

N. A. Brydon

15-9-24

2nd "

45-1-24

49-3-21

" 5883

" "

20-9-24

3rd "

35-3-4

39-2-0

" 5908

N. Malcolm

10-11-24

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 43-5 ft., R.Q.D. ✓ ft., Bridge 9 ft., Forecastle 309-04 ft.
(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 D^hs (S^h)

Cruiser Skm.

Official No. 147353 ; Signal Letters

Bottom of Vessel coated with cement & B double if not give
Bottom tanks, Remainder D.B. tanks = cement
fillers

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	139-0"	385	Fore peak tank,	—	165
Double bottom, under Engines and Boilers,	52-6"	237	After peak tank,	—	69
Double bottom, if under Engines only,			Deep tank, aft,	30-0"	838
Double bottom, if under Boilers only,			Deep tank, forward,	15-0"	518
Double bottom, forward,	196-0"	715	Other tanks, if fitted,		
		Total capacity of double bottom	(If necessary, furnish further information by sketch.)		
		✓ 1337			

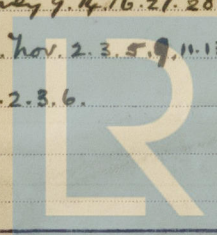
* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 5137

Date 11.6.25

Dates of Surveys
held while building

1925 Apr. 8. 9. 17. 24. May 1. 7. 19. 22. 27. 29. Jun. 16. 30. July 9. 14. 16. 21. 28. 29. Aug. 6. 26. Sep. 1. 4. 7.
14. 18. 22. 23. 25. 28. Oct. 6. 13. 14. 19. 20. 21. 22. 23. 26. 29. 30. Nov. 2. 3. 5. 9. 11. 13. 17. 18. 19. 23. 24. 26. 27. 30. Dec.
1926
8. 21. Jan. 5. 6. 7. 14. 15. 19. 20. 21. 22. 24. 25. 26. 27. 28. 29. Feb. 2. 3. 6.



Total No. of Visits 76

Lloyd's Register
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(830) (334976)