

## STEEL STEAMER or MOTORSHIP.

Received at London Office

2 OCT 1933

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 29<sup>th</sup> September 1933.

Port of GOTHENBURG

No. 9514

Survey held at GOTHENBURG

Date First Survey 5<sup>th</sup> May 1933Last Survey 24<sup>th</sup> September 1933.

On-the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Twin screw motor ship "WASHINGTON EXPRESS"

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

Complete superstructure vessel without tonnage opening and with restricted draught.

State Type of Erections Long Forecastle.

TONNAGE under Tonnage Deck

2955.85

CLASS 100 A.1.

State if with freeboard as condition of Class

FEE.

Built at

Göteborg

Launched

29<sup>th</sup> July 1933

Yard No. 476

Builders

Lytaverken Akt.

Owners

Skibs. A/S Seattle

Managers

Björn Björnstad &amp; Co.

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

Residence

Oslo.

Port of Registry

Oslo.

If surveyed while building, afloat, or in dry dock

whilst building, afloat, and on floating dock.

Do of space or spaces Tonnage Dk. or Dk.

2955.85

TERED DIMENSIONS.

FEET.

338.4

47.2

27.1

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

L 330.0

Breadth (greatest moulded)

B 47.0

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

D 30.5

1st Longitudinal Number (L x D) = 9966

2nd Numeral L x (B + D) = 25476

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

8.5' &amp; 17.5'

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

10.82

Do. Long Bridge to top of keel

Draught Moulded 21'-1 3/4"

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	IN SHIP.			Any Departure from Approved Plans to be Noted.		IN SHIP.			Any Departure from Approved Plans to be Noted.
Spacing amidships	710	✓			Bracket Floors, Frame	B.A.	230	90	11
from 1/2 length to Collision bulkhead	710	✓			Reversed Frame	B.A.	200	75	11 1/2
in peaks	610	✓			Vertical Struts	B.A.	200	75	11 1/2
FRAMING.					Centre Girder, depth and thickness amidships		1295	x	12 1/2
Amidships, Angle, E or C	280	90	12	in motor space	top Angles	double	75	75	12
Extends up to	2 <sup>nd</sup> deck	✓			bottom Angles	double	100	100	13 1/2
Side Frame Amidships, Angle	-				Side Girders, No. each side and thickness		One	2	9
Extends up to	-				Margin Plate depth (excl. of flange) and thickness		1190	x	11 1/2
of Framing Girder	-				Vertical Angle to Tank side		90	90	9 1/2
Decks in Uppermost Continuous 'tween Decks, Angle, E or C	150	75	8 1/2	on alt. fr.	Bracket abaft 1/2 len. from stem		90	90	9 1/2
Second 'tween Decks, Angle, E or C	-				Vertical Angle to Tank side		90	90	9 1/2
Third	-				Bracket forward 1/2 len. from stem		90	90	9 1/2
Spacing in Peaks, Angle, E or C	165	75	8	✓	Gussets, spacing and scantling abaft 1/2 len. from stem		75	75	10 every frame
Number and Spacing of Rivets through Frame and Shell Plating amidships	22 1/2	2	160	✓	Gussets, spacing and scantling forward 1/2 len. from stem		75	75	10 every frame
Frame Joggled	Yes	✓			Tank Side Brackets, height above base line at toe of Frame and thickness		1515	x	9 1/2
ARRANGEMENTS (Sec. 7), state system and particulars	200	90	11 1/2	✓	INNER BOTTOM PLATING.				
THENING OF BOTTOM FOR ID. State Particulars					Breadth and thickness of Middle Line Strake		1960	x	11 1/2
BOTTOM.					Thickness of remainder in Holds		10		✓
Depth and thickness at mid-line in Holds					Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bulkheads and Boiler Room?		Yes.		✓
Height of Brackets at side above base line at toe of frame					BEAMS.				
Line Keelson, on Floors, Angles, E or C					Uppermost Continuous Deck, amidships		165	75	8
Through Plate or Intercoastal Plate					in Wells, Angle, E or C		180	75	10
Foundation Plate on Floors					in way of Bridge, Angle, E or C		710		✓
Flat Plate Keel Angles					Spacing		710		✓
Keelsons, No. each side					Second Deck, amidships, Angle, E or C		200	75	9
thickness of Intercoastal Plate					Spacing		710		✓
Angles					Third Deck, in fore holds, amidships, Angle, E or C		230	90	11
DOUBLE BOTTOM.					Spacing		710		✓
Solid Floors, thickness and spacing	9 every 3 <sup>rd</sup>	✓			Fourth Deck, amidships, Angle, E or C		-		✓
Are Frame and Reversed Frame joggled?	Frames Yes.	✓			Spacing		-		✓
Bracket Floors, breadth and thickness at middle line	725 x 9	✓			Poop Deck, Angle, E or C		-		✓
breadth and thickness at margin plate	600 x 9	✓			Spacing		-		✓
					Bridge Deck, Angle, E or C		-		✓
					Spacing		-		✓
					Forecastle Deck, Angle, E or C		165	75	8
					Spacing		710		✓

## PILLARS AND DECKS.

	m/m WELLS IN SHIP.	Any Departure from Approved Plans to be Noted.	m/m WELLS IN SHIP.	Any Departure from Approved Plans to be Noted.	
<b>PILLARS</b> , No. of Rows.....	400 ✓		Stringer Plate, breadth and thickness in way of Bridge Hole .....	8½	
" in 'tween Decks, Size and Spacing.....	} Widely spaced pillars as per approved plan.		Thickness of Plating abreast Deck openings in way of Wells .....	7½	
" " " " "			Thickness of Plating abreast Deck openings in way of Bridge Hole .....	7½	
" in Holds " "			Thickness of Plating within line of openings..	7½	
" " " " "			If Sheathed, material and thickness .....	-	
<b>Centre Line Bulkhead.</b>			<b>Third Deck. in nos 1 &amp; 2 Holds</b>		
Stiffeners and Spacing.....	-		Stringer Plate, breadth and thickness.....	1150 x 8½	✓
Plating, thickness of .....	-		Hie plates and wood deck If plated, state thickness.....	715 x 7½ 3" Pine T & G.	✓
<b>STRINGERS AND DECKS.</b>			<b>Fourth Deck.</b>		
<b>Uppermost Continuous Deck.</b>			Stringer Plate, breadth and thickness.....	-	
Stringer Plate, breadth and thickness in Wells	1450 x 10	✓	If Plated, state thickness .....	-	
" " " " in way of Bridge Hole	1450 x 8½	✓	<b>Poop Deck.</b>		
" Angle in Wells .....	130 130 11½		Stringer Plate, breadth and thickness .....	-	
Thickness of Plating abreast Deck openings) in way of Wells .....	8		Plating, Sheathing, material and thickness ...	-	
Thickness of Plating abreast Deck openings) in way of Bridge Hole .....	8		<b>Bridge Deck.</b>		
Thickness of Plating within line of openings...	7½, 7 where sheathed.	✓	Stringer Plate, breadth and thickness.....	-	
If Sheathed, material and thickness .....	2½ O.P. where exposed.	✓	Plating, Sheathing, material and thickness ...	-	
<b>Second Deck.</b>			<b>Forecastle Deck.</b>		
Stringer Plate, breadth and thickness in Wells...	1380 x 8½	✓	Stringer Plate, breadth and thickness .....	1365 x 8½	✓
			Plating, Sheathing, material and thickness ...	7½ & 2½ O.P.	✓

## SHELL PLATING.

SCANTLINGS.						RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? <i>No.</i>			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAEPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
FLAT PLATE KEEL .....	<i>14 1/2</i>	<i>16</i>	<i>14 1/2</i>	<i>14 1/2</i>		<i>Double</i>	<i>22</i>	<i>89</i>	<i>Three</i>	<i>22</i>	<i>80</i>	<i>Lapped</i>
„ DBLG. (if any)												
BOTTOM PLATING, No. of Strakes ..... <i>3</i> .....		<i>13</i>	<i>14 1/2</i>	<i>11</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
BILGE PLATING, No. of Strakes ..... <i>1</i> .....		<i>13</i>	<i>14 1/2</i>	<i>11</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
SIDE PLATING, No. of Strakes ..... <i>2</i> .....		<i>13</i>	<i>10 1/2</i>	<i>10 1/2</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
UPPER DECK, Sheer- strake in Wells.....)	<i>1150</i>	<i>16</i>	<i>-</i>	<i>10 1/2</i>		<i>Single</i>	<i>19</i>	<i>75</i>	<i>Four</i>	<i>"</i>	<i>85</i>	<i>"</i>
UPPER DECK, Sheer- strake in <i>Bridge</i> <i>42</i>	<i>1970</i>	<i>13</i>	<i>10 1/2</i>	<i>-</i>		<i>Double</i>	<i>22</i>	<i>89</i>	<i>Three</i>	<i>"</i>	<i>80</i>	<i>"</i>
STRAKE BELOW Sheer- strake in Wells.....)	<i>1800</i>	<i>14 1/2</i>	<i>-</i>	<i>10 1/2</i>	<i>+50% on breadth</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
STRAKE BELOW Sheer- strake in <i>Bridge</i> <i>42</i>	<i>1800</i>	<i>13</i>	<i>10 1/2</i>	<i>-</i>	<i>+50% on breadth.</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
POOP SIDE PLATING .....												
BRIDGE SIDE PLATING ...												
FOREC'TLE SIDE PLATING		<i>11 1/2</i>	<i>10</i>	<i>-</i>		<i>-</i>	<i>-</i>	<i>-</i>	<i>Three</i>	<i>22</i>	<i>80</i>	<i>Lapped</i>

## WATERTIGHT BULKHEADS.

Total No. of <b>W.T. BULKHEADS</b> in Vessel—		5	
Extending to Upper Deck (Sec. 3 c)		Collision	
,, Deck next below		4	
As per Rule		5 (Colln to Upper; remainder to 2 <sup>nd</sup> )	

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
<b>MIDSHIP BULKHD</b> , Upper tween decks		-				
"	" Second "	7½-6½	150 x 75 x 9½	680	-	-
"	" Third "	-				
"	" Holds No. 83 .....	9-7½	150 x 75 x 9½	680	-	-
<b>COLLISION</b>	" (in Hold) No. 129 ..	11½-8½	180 x 75 x 11	610	-	-
<b>AFTER PEAK</b>	" No. 10 .....	9½	150 x 75 x 10	-	-	-

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar</b> .....		Flat plate keel		
<b>STEM</b> <sup>port piece</sup> .....	Casting	As per app. plan	Kohlson	
" <sup>upper part.</sup> .....	"	11" <sup>plate</sup>	Jennetts A.B.	
<b>STERN FRAME</b> { Propeller Post .....				
{ Rudder <sup>2 parts</sup> .....	Casting	As per app. plan	Kohlson	
<b>RUDDER—A x D.</b> <sup>semi balanced</sup> .....	Forging	232" <sup>2</sup>	Jennetts A.B.	
<b>Speed of Vessel</b> .....		16 knots.		
<b>RUDDER</b> mainpiece at head ...		210 ~ 230" <sup>2</sup>		
" " heel ...	Casting	150 ~ 230" <sup>2</sup>		
" how constructed .....				
" double or single plate .....		double 10" <sup>2</sup>		
" 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.*  
*Vereinigte Stahlwerke AG, Hoerder Verein; Vereinigte Stahlwerke AG, August Thyssen-Hütte; Vereinigte*  
*Hüttenwerke Burbach-Gich-Südlingen Abteilung Burbach; S.A. d'Angleur-Athus Grivegnée.*  
 Has the Steel been tested as required by the Rules? *Yes.*

Has the Steel been tested as required by the Rules?

EQUIPMENT No. ....												LETTER	V.	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 <del>Supervisor</del> <i>Surveyor</i>	
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	owts.	qrs.	lbs.	Owts.						
1787	1st Bower ...	46	3	16	✓	-	-	42	10	-	-	H 8 3/4		"Union" stockless	Sortmundes Union	Sortmundes	29.7.33	K. Hansen
1788	2nd " ...	46	3	12	✓	-	-	42	8	1	21			"	"	"	"	"
1788	3rd " ...	47	0	10	✓	-	-	42	11	2	7			"	"	"	"	"
	Collective weight.	140	3	10								139 - 0 - 0		"	"	"	"	"
	Stream .....	13	0	6	3	3	3	14	17	-	21	13 - 0 - 0 <i>one lb.</i>		Ordinary stocked	"	"	"	"

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 <i>Superintendent.</i>	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.	Owts.	qrs.	lbs.	Owts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.		
985	272	2	72	100.8	586	1	15	538	3	0	270	2	Steel Link	Carl Schlieper Grime	21-7-33 F. Schnell	TOWLINE...	120	4	33-2	120	4
																HAWSERS & WARPS	42 90	2 1/2	13-2	42 90	2 1/2
Iron Stream Chain or Steel Wire	90	4 1/2	43.3						90	4 1/2						"					

Steering Gear, ~~Electric~~ <sup>Electric hydraulic</sup> John Hastie & Co. Greenock. Steering Gear, Hand John Hastie & Co. Greenock. On top of S.C. house.

Boats 2-26' lifeboats + 1-18' dinghy. Steering Chains, Size and Test none. Windlass Electric by Atlas Werke

Ceiling in Holds, thickness and material See Ref. Machy Report. Cargo Battens, thickness, material and spacing See Ref. Machy Report.

Cargo Hatchways. (Upper Deck) Steel coamings 3 3/8" high above wood dk. Thickness of Hatches Steel watertight covers as per appd. plan.

Size of No. 1 Hatchway (Forward) 18'6" x 12'5" No. 2 27'9" x 12'5" No. 3 18'6" x 12'5" No. 4 18'6" x 12'5" No. 5 No. 6

Number of Shifting Beams and/or Fore and Afters 2 at No 2 hatch; 1 at No 1, 3 & 4 hatches.

Builder's Signature *U. J. Neelus*

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.

The materials and workmanship are good. The vessel has been built in accordance with the approved plans and instructions, the Secretary's letters of various dates and in conformity with the Rules for the class contemplated. The tanks, decks, bulkheads, tunnels and water-tight door have been tested in accordance with the Rules and the requirements of section 20 of the Rules have been complied with where applicable. The freeboards assigned have been verified and the marks cut in on the vessel's sides. The vessel is constructed to carry oil fuel in the double bottom tanks and in the deep tanks below the aft hold. The flash point of the oil fuel is above 150° F. The holds and tween decks are insulated for the carriage of fruit cargoes.

The amount of Entry Fee ..... £ 127-40

Special Survey Fee .... £ 4680-13

Freeboard fee 254-80

Travelling Expenses, if any £ 17-00

Late fee 25-00

Fees applied for. 29th Sept 1933

Received by me, 16-10-1933

I am of opinion the Vessel should be Classed +100A.1. With Freeboard.

Signature *S. J. Townsend*

Surveyor to Lloyd's Register of Shipping.

Date whether the Vessel has been built under Special Survey Yes

Certificate to be sent to Gothenburg Date of issue 19/10/33

Committee's Minute TUE. 10 OCT 1933

Character assigned +100A.1

with freeboard

+ L.M.C. 9.33

Lloyd's A & C.P.

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 the Plans should be embodied.)

List of approved plans now forwarded:—

Midship section  
Longitudinal section and Plans.  
Shell expansion  
Stem frame and Rudder.  
W.T. and O.T. Bulkheads.  
Hatchway beams.  
Shaft Brackets.  
Boss Casting  
Wing Tank and Tunnel.  
Stem  
Painting Arrangement.  
Pillars and Girders  
Engine seatings etc.  
After keel.  
Hatches.  
Mast plan (also for same hulls Yard No 477 & 469).  
Hiller.

Forgings and Castings Reports now forwarded:—

Stem frame.  
Rudder frame  
Rudder stock  
Shaft Brackets (2 Casts)  
Shaft supports.  
Stem  
Hiller  
Masts.

"As fitted" plans now forwarded:—

Midship section  
Longitudinal section and Plans.

Particulars of <b>Drop Test</b> of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	30.2.17	K.H.	10318	21.7.33	Head.	16.0.27	K.H.	1398	21.7.33	Shank.
	2nd "	30.2.28	K.H.	10317	21.7.33	"	16.1.4	K.H.	1400	21.7.33	"
	3rd "	30.3.26	K.H.	10319	21.7.33	"	16.0.12	K.H.	1397	21.7.33	"
	Stream	13.0.6	K.H.	10321	21.7.33	"					

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ft., R.Q.D. ft., Bridge ft., Forecastle 153.8  
(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 Stks (Stl. Weather dk W.S.) and 3<sup>rd</sup> Sk in  
nos 1 and 2 holds.

Official No. ; Signal Letters L.I.T.B. Is bottom of Vessel coated with cement part if not  
particulars of composition Cement in peaks. Bilges coated with "Asterpine".

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		3
Double bottom, under Engines and Boilers,			After peak tank,		5
Double bottom, if under Engines only, O.F. or W.B.	49	113	Deep tank, aft,	O.F. or W.B. 109	6
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward, O.F. or W.B.	109	257	Other tanks, if fitted,		
Lubricating oil tank under engines 19 feet 20 tons oil.			(If necessary, furnish further information by sketch.)		
Charting oil tank under engines 21 feet 20 tons oil.					
Fresh water tank under engines 14 feet 22 tons F.W.					
Total capacity of double bottom		370	* The wells are not to be included in the lengths of the tanks.		

Order for Special Survey No. 196

Date 20th March 1933

Dates of Surveys held while building

1933:— May 5, 8, 11, 15, 22, 24, 29, 30; June 1, 6, 12, 13, 16, 21; July 3, 7, 10, 12, 14, 15, 19, 21, 26, 27, 28, 29; Aug 1, 2, 4, 8, 9, 12, 15, 16, 17, 24, 25, 28, 31; September 1, 8, 9, 12, 13, 15, 16, 19, 21, 22, 23, 24.

Lloyd's Register Foundation  
Total No. of Visits 53