

Rpt. 1.

STEEL STEAMER or MOTORSHIP.

Received at London Office

5 FEB 1937

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

N/N
CAMBRIDGE

Date of completion of report

1 - 2 - 37

Port of

GLASGOW.

No.

57900

Survey held at

CLYDEBANK.

Date First Survey

13TH JANY - 1936

Last Survey

11TH FEBY

1937

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

STEEL TWIN SCREW MOTORSHIP

SUSSEX

(MACHINERY AMIDSHIPS)

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

COMPLETE SUPERSTRUCTURE WITH TONNAGE OPENING

State Type of Erections

NONE

TONNAGE under Tonnage Deck...

10026.45

CLASS + 100 A.1.

State if with freeboard as condition of Class

YES

Built at

CLYDEBANK

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 530.0

Breadth (greatest moulded)

B 70.0

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

47'6" TO U.D.

D 39.0 + 8.0 = 47.0

Launched

17TH NOV. 1936

Yard No. 546

Builders

JOHN BROWN & CO LTD.

Owners

PENINSULAR & ORIENTAL STEAM NAV. CO LTD

Managers

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

Residence

Port of Registry

LONDON.

If surveyed while building, afloat, or in dry dock

BUILDING, AFLOAT & 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.
Spacing amidships	34		Bracket Floors, Frame		
" from $\frac{3}{8}$ length to Collision bulkhead	24 TO 24		" " Reversed Frame		
" in peaks	21 FORWARD 24 AFT.		" " Vertical Struts		
AMIDSHIPS.			Centre Girder, depth and thickness amidships	50 1/2 1/2	IN MOTOR ROOM
Amidships, Angle, [or]	9 x 3 1/2 x 3 1/2 x .54		" " top Angles	3 1/2 3 1/2	.59
" Extends up to	MAIN DECK		" " bottom Angles	5 5	.62
ed Frame Amidships, Angle	3 1/2 3 1/2 .44		Side Girders, No. each side and thickness	2	.45
" Extends up to	REL. P. LOWER DECK		Margin Plate depth (excl. of flange) and thickness	45 1/2	.64
of Framing Girder	9		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	6 6	.53 5 x 5 x .53
s in Uppermost Continuous 'tween Decks, Angle, [or]	8 3 1/2 .35		" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	6 6	.53 5 x 5 x .53
" Second 'tween Decks, Angle, [or]	9 x 3 1/2 x 3 1/2 x .54		" " Gussets, spacing and scantling abaft 1/4 len. from stem	CONTINUOUS	.53 .48
" Third " " WITH	3 1/2 3 1/2 .44	REV. FR. ON ALT. FRAMES	" " Gussets, spacing and scantling forward 1/4 len. from stem	CONTINUOUS	.53 .48
ng in Peaks, Angle or [	10 3 1/2 .47		Tank Side Brackets, height above base line at toe of Frame and thickness	50 1/2 114	.50 .52 IN MOTOR ROOM
eter and Spacing of Rivets through Frame and Shell Plating amidships	1 6		INNER BOTTOM PLATING.		
if Frame Joggled	YES		Breadth and thickness of Middle Line Strake	63	.63
NG ARRANGEMENTS (Sec. 7), state system and particulars	DEEP FRAMES AND STRINGERS		Thickness of remainder in Holds	.53	.49
STRENGTHENING OF BOTTOM FORWARD. State Particulars	EXTRA GIRDERS CLOSE SPACED RIVETING D.R. FRAMES INCREASED PLATING		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	
E BOTTOM.			BEAMS.		
rs, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle, [or]	9 x 3 1/2 x 3 1/2 x .54	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, [or]		
le Line Keelson, on Floors, Angles, [or]			Spacing	EVERY FRAME 9 x 3 1/2 x 3 1/2 x .38	
" Through Plate or Intercoastal Plate			Second Deck, amidships, Angle, [or]	WITH 3 1/2 x 3 1/2 x .38	REV. BAR
" Foundation Plate on Floors			Spacing	EVERY FRAME 10 x 3 1/2 x 3 1/2 x .54	
" Flat Plate Keel Angles			Third Deck, amidships, Angle, [or]	WITH 3 1/2 x 3 1/2 x .44	REV. BAR
Keelsons, No. each side			Spacing	EVERY FRAME 9 x 3 1/2 x 3 1/2 x .38	
" thickness of Intercoastal Plate			Fourth Deck, amidships, Angle, [or]	WITH 3 1/2 x 3 1/2 x .38	REV. BAR
" Angles			Spacing	EVERY FRAME	
DOUBLE BOTTOM.			Poop Deck, Angle, [or]		
Solid Floors, thickness and spacing	.48 EVERY FRAME		Spacing		
" Are Frame and Reversed Frame joggled?	YES		Bridge Deck, Angle, [or]		
Bracket Floors, breadth and thickness at middle line			Spacing		
" breadth and thickness at margin plate			Forecastle Deck, Angle, [or]		
			Spacing		

PILLARS AND DECKS.					
PILLARS, No. of Rows.....	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
	INCHES.	THICKNESS.		INCHES.	THICKNESS.
Stringer Plate, breadth and thickness in way of Bridge					
Thickness of Plating abreast Deck openings in way of Wells					
Thickness of Plating abreast Deck openings in way of Bridge					
Thickness of Plating within line of openings.....					
If Sheathed, material and thickness					
Third Deck.					
Stringer Plate, breadth and thickness.....					
If Plated, state thickness.....					
Fourth Deck.					
Stringer Plate, breadth and thickness.....					
If Plated, state thickness					
Poop 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.....					
Plating, Sheathing, material and thickness					

SHELL PLATING.													
SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	No.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.	RIVETS.						
							Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.		
Inches.	Inches.	Inches.	Inches.	Inches.	Inches.								
FLAT PLATE KEEL	1 1/2	.99	.81	.88	/	Double	1 1/2	4 1/2	/	5	1 1/2	5	/ Lapped
" Base (if any)		1.19 IN WAY OF DUCT KEEL			/								
BOTTOM PLATING, No. of Strakes ...4.....		.77	.87-.66	.58	✓✓	Double	1	3 3/4	/	4	1	4	✓ Lapped
BILGE PLATING, No. of Strakes .....2.....		.77	.60	.58	✓✓	"	"	"	/	4	"	"	/ "
SIDE PLATING, No. of Strakes .....5.....		.74	.56	.56	✓	"	"	"	/	4	"	"	/ "
UPPER DECK, Sheer- strake in Wells.....	.78	.84	.56	.60	✓					4	"	"	"
UPPER DECK, Sheer- strake in Bridge													
STRAKE BELOW SHEER- strake in Wells.....	.78	.80	.56	.58	✓	Double	1	3 3/4	/	4	1	4	/ Lapped
STRAKE BELOW SHEER- strake in Bridge ...													
POOP SIDE PLATING						ADDITIONAL RIVETING IN SIDE SHELL BEAMS FORWARD + AFT AS PER PLANS							
BRIDGE SIDE PLATING ...													
FORECASTLE SIDE PLATING													

WATERTIGHT BULKHEADS.					
Total No. of W.T. BULKHEADS in Vessel.....					
Extending to Upper Deck (Sec. 3 c)					
Deck next below					
As per Rule 1 To Upper Deck, 1 To Deck Next Below					
MIDSHIP BULKHEAD, Upper two decks	Plating Thickness.	STIFFENERS.			
		VERTICAL.	SPACING.	HORIZONTAL.	SPACING.
No. 105 .....	.26	5 x 3 x 3/4 A	30	None	
" Second .....	.33	6 x 3 x 3/2 B A	30	"	
" Third .....	.38	8 x 3 x 3/2 B A	30	"	
" Holds .....	.44	8 x 3 x 3/2 B A	30	"	
COLLISION (in Hold) No. 199 .....	.60	8 x 3 x 4 B A	24	2 Horizontal Girder	
AFTER PEAK .....	.52	10 x 3 1/2 x 5/2 B A	"	TURBINE PLAT.	
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)					
Colvilles Ltd., Steel Company of Scotland Ltd., Lanarkshire Steel Co. Ltd., South Dumbarton Steel & Iron Co. Ltd., open hearth process					
Has the Steel been tested as required by the Rules? Yes					

EQUIPMENT No. 63557										LETTER ✓		ANCHORS.			
Number of Certificate.	Anchor.	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.				
95568	1st Bower	105	1	14	✓	✓	✓	69	10	0	0	104 1/2	DREADNOUGHT TYPE	S. Taylor & Sons	N. 17-10-36 J.A.R.
95567	2nd "	105	0	0	✓	✓	✓	69	2	2	0	104 1/2	"	"	N. 17-10-36 J.A.R.
95563	3rd "	91	2	18	✓	✓	✓	64	0	0	0	89	"	"	N. 21-10-36 J.A.R.
95757	Stream	302	0	4	✓	✓	✓	29	15	0	0	298	RODGERS	S. Taylor & Sons	N. 7-12-36 J.A.R.

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.	Tons.	qrs.	lbs.						Length.	qrs.	lbs.						
88327	145	2 1/4	149 1/2	209 1/2	582	1 1/4	✓	330	2 1/4	TAYCO STEEL LINES	S. Taylor & Sons	N. 18-12-36 J.A.R.	TOWLINE	139	6 1/2	112 3/4	130	6 1/2	
88332	165	2 1/4	"	"	520	2 20	✓	"	"	"	"	N. 18-12-36 J.A.R.	HAWSERS & WARPS	24	120	3 1/2	25 1/2	120	2 1/4
													"	40	120	3	18 1/2	120	2 1/4
													"					120	2 1/4

Steering Gear, Steam BROWN BROS. 4 RAM ELECTRIC-HYDRAULIC TYPE

Steering Gear, Hand NONE

Boats 4 steel lifeboats 26'-0" x 8'-0" x 3'-5" Steering Chains, Size and Test. NONE

Windlass CLARKE CHAPMAN'S PATENT ELECTRIC.

Ceiling in Holds, thickness and material HOLDS INSULATED

Cargo Battens, thickness, material and spacing 6" x 2" SPACED 9' CLEAR OF INSULATION.

Cargo Hatchways. (Upper Deck) STEEL SCANTLINGS

Thickness of Hatches 3

Size of No. 1 Hatchway (Forward) 20'-0" x 20'-0" No. 2 31'-2" x 20'-0" No. 3 39'-0" x 20'-0" No. 4 31'-2" x 20'-0" No. 5 31'-2" x 20'-0" No. 6 19'-0" x 16'-0"

Number of Shifting Beams and for Fore and Afters 3 IN N°1 HATCHWAY, 4 IN N°2, 6 IN N°3, 4 IN N°4, 5 IN N°5, 4 IN N°6.

John Brown & Company, Limited

Builder's Signature *Robert*

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 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 under Special Survey in accordance with the approved plans, the Secretary's letters of various dates and in conformity with the Rules for the class contemplated.

The materials and workmanship are good.

The double bottom tanks, peak tanks, oil fuel bunkers and tanks, oil fuel tanks, have been tested under pressure and found in order.

The w.t. bulkheads, weather decks and shaft tunnels have been hose tested with satisfactory results.

Oil fuel (F.P. above 150°F) is carried in the double bottom, in tanks above the shaft tunnels and in bunkers situated at the forward end of the machinery space.

The vessel is partly insulated - see Report 17 forwarded herewith.

The forecastle has been verified and cut in on the vessel's sides.

This vessel is a duplicate of the m/s 'ESSEX'. Builders No. 545.

The amount of Entry Fee £ 12 : 0 : 0

Special Survey Fee £ 463 : 5 : 9

Travelling Expenses, if any £ : : ✓

Fees applied for, 29.1.1937

Received by me, 2.2.1937

I am of opinion the Vessel should be Classed +100A1 WITH FREEBOARD

State whether the Vessel has been built under Special Survey YES.

Signature H. Thomson

Certificate to be sent to Glasgow Date of issue 8/2/37

Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 12 FEB 1937

Character assigned +100A1

With freeboard

Lloyd's arch. + Lmbs 2.37

200B - 120A

Oil Sup. 16

Wick J. 7 Feb

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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 and reports are forwarded herewith: (62 plans and 4 reports).

Vessel as built.

Midship Section

approved plans.

Midship Section

Profile and decks

Fore end framing

after end framing

stern framing

Modifications to framing

Frame brackets

Wing brackets at after end of tunnel

W. & frames in engine room

Painting arrangement + bottom forward

Stringers in No. 5 + 6 holds.

Shell expansion

w.t. and o.t. bulkheads aft

w.t. bulkheads forward.

Bulkheads in insulated spaces in lower deck

oil fuel tanks

oil fuel tanks aft of engine room

Tunnels and oil fuel tanks aft

oil drain tanks

escape trunk to shaft tunnel

additional stiffening in shaft tunnel

cross deck forward

Lower deck forward

Lower deck aft

Main deck

upper deck.

Bridge deck

Boat deck

Beam knees

Multiple punching of bottom shell

" " upper deck

" " deck plating

" " w.t. bulkheads

Main engine seats

Pillars and girders forward

" " aft

Stiffening arrangements main lower side plates

Pillar and girder details

" " "

Stiffening under meet + 50 ton derrick

Bridge front supports

Machinery casing

" " "

Midship house on upper deck

" " bridge deck

Suburbs + superstructures fore of midships

Hatch plan

Hatch coverings

Vent coverings

Sanguary doors

Protection of mutton ports forward

" " aft

Detail of mutton ports escape trunk to duct fuel.

Stirframe

Rudder

Shaft brackets

Equipment profile

Reggung plan

Refuge charts

Stiffening of

Teller

Reports.

Stemframe + Propeller bracket

Rudder

Rudder head

Teller.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book CRUISER STERN, WIRELESS, OIL ENGINE, R.M.C., DUCT KEEL FORD. OF MACHINERY SPACE, DIRECTION FINDER, ECHO SOUNDING.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	WEIGHT OF HEAD		WEIGHT OF SHANK.	
1st Bower	69	1-14	37	0-0
2nd "	67	3-14	37	0-14
3rd "	63	1-0	28	1-18

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

No. and Material of Decks 2 DKS (stl) + SHELTER DK (stl), 4TH DK (stl) 14 FORWARD HOLDS.

Official No. 165389 ; Signal Letters

particulars of composition ☒ Is bottom of vessel coated with cement. No if not give

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	121'-10"	288	Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,	27'-0"	93
Double bottom, under Engines only,	99'-2"	701	Deep tank, aft,	18'-0"	150
Double bottom, if under Boilers only,			TANKS AGAINST TOWELS		
Double bottom, forward,	213'-5"	845	Deep tank, forward,	110'-6"	939
Total capacity of double bottom		1834	Other tanks, if fitted,		

TOTAL LENGTH OF DOUBLE BOTTOM = 437'-3" * The wells are not to be included in the lengths of the tanks (See Circular No. 1284).

Order for Special Survey No. 6247

Date 17.10.35

Dates of Surveys held while building

1936 Jan: 13 Feb: 10.14.17.21.24.26.28 Mar: 4.6.11.12.13.18.19.23.27 Apr: 1.3.6.7.8.9.10.15.16.17
24.28.30 May: 1.4.5.6.7.8.11.12.14.15.18.20.22.25.26.27.28.29 June: 2.8.10.11.12.15.16.19.24
25.30 July: 1.7.8.9.13.14.29.30.31 Aug: 3.4.7.13.14.17.18.20.21.26.28.31 Sep: 2.3.4.7.8.10
14.15.16.17.18.22.24.25.29 Oct: 2.5.8.9.12.13.14.16.22.23.27.30 Nov: 2.3.4.9.13.16.17.19.23.25
26 Dec: 8.22 (1937) Jan: 7.11.13.14.15.26 Feb: 3.5.9.10.11

Total No. of Visits 132