

## STEEL STEAMER or MOTORSHIP.

31 OCT 1936

Received at London Office

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

Port of

Survey held at

Date First Survey

Last Survey

No.

On the

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

Dtt. Single Screw M.V.

CRESCENCE

State Type

(Full Scantling, Complete Superstructure  
with or without Tonnage Deck)

Full Scantling

State Type of Erection

Pop &amp; Fide

TONNAGE under  
Tonnage Deck...

186.40

CLASS

+100A1

State if with freeboard  
as condition of Class

No

Built at

Goole

Launched

Sept 5th 1936

Yard No.

319

Builders

Messrs The Goole Shipbuilding  
& Repairing Co. Ltd.

Owners

London & Rochester Trading  
Co. Ltd.

Managers

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

Residence Canal Road, Rochester

Port of Registry

Rochester

If surveyed while building, afloat, or in dry dock

While building &amp; afloat.

Do. of space or spaces  
between Tonnage Dk.  
and Upper Dk.

Total

186.40

Gross Tonnage

254.64

Register Tonnage

127.18

REGISTERED DIMENSIONS.  
FEET.

Length

114.4

Breadth

25.4

Depth

7.75

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

L 114'-0"

Breadth (greatest moulded)

B 25'-3"

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

D 9'-8"

1st Longitudinal Number (L x D)

= 1101

2nd Numeral L x (B + D)

= 3980

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

7.42

Proportions—Depth to Length—Uppermost con-  
tinuous deck to top of keel

11.8

Draught Moulded

8'-11"

## 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.
<b>FRAMES, Spacing amidships</b>	21		<b>Bracket Floors, Frame</b>	✓	
" " from $\frac{3}{4}$ length to Collision bulkhead	21		" " Reversed Frame	✓	
" " in peaks	21		" " Vertical Struts	✓	
<b>SIDE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>	27 x .32	
Frame Amidships, Angle $\square$ or $\square$	4 22.32 L	Rule 4 x 22 x 26 L	" " top Angles	2 2 x 22 x 28	
" " Extends up to	deck		" " bottom Angles	3 3 .32	
<b>Reversed Frame Amidships, Angle</b>	✓		<b>Side Girders, No. each side and thickness</b>	one .26	
" " Extends up to	✓		<b>Margin Plate depth (excl. of flange) and thickness</b>	4 18 .28	
<b>Depth of Framing Girder</b>	44		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem	2 2 22 .26	
<b>Frames in Uppermost Continuous 'tween Decks, Angle, <math>\square</math> or <math>\square</math></b>	✓		" " Vertical Angle to Tank side Bracket forward $\frac{1}{2}$ len. from stem	5 5 .34	
" " <b>Second 'tween Decks, Angle, <math>\square</math> or <math>\square</math></b>	✓		" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem	✓	
" " <b>Third " " " "</b>	✓		" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem	✓	
<b>Framing in Peaks, Angle <math>\square</math></b>	4 22.32 L		<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	30 .26	
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships</b>	3/4 3/4 5/8 4 2		<b>INNER BOTTOM PLATING.</b>		
<b>State if Frame Joggled</b>	Yes		Breadth and thickness of Middle Line Strake	39 x .28 / .26	
<b>PANTING ARRANGEMENTS</b> (Sec. 7), state system and particulars	James 4 x 22 x 32 L Side Strips 21 x .28 Sheellips 4 22 x 28 Tank frames 4 22 x 32 L Frame back bars 4 22 Strips in crease closer riveting.		Thickness of remainder in Holds	.26	
<b>STRENGTHENING OF BOTTOM FOR- WARD.</b> State Particulars	In Motor Room		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?	Motor Vessel	
<b>SINGLE BOTTOM.</b>			<b>BEAMS.</b>		
Floors, Depth and thickness at mid-line in Holds	.375		<b>Uppermost Continuous Deck, amidships <math>\frac{1}{2}</math> beams</b>	3 22 .30	
Height of Brackets at side above base line at toe of frame	none		" " in Wells, Angle, $\square$ or $\square$	✓	
<b>Middle Line Keelson, on Floors, Angles, <math>\square</math> or <math>\square</math></b>	✓		" " in way of Bridge, Angle, $\square$ or $\square$	✓	
" " Through Plate or Intercoastal Plate	✓		Spacing	every	
" " Foundation Plate on Floors	✓		<b>Second Deck, amidships, Angle, <math>\square</math> or <math>\square</math></b>	✓	
" " Flat Plate Keel Angles	✓		Spacing		
<b>Side Keelsons, No. each side</b>	one		<b>Third Deck, amidships, Angle, <math>\square</math> or <math>\square</math></b>	✓	
" " thickness of Intercoastal Plate	7/16		Spacing		
" " Angles	Top 4 22 x 28 L 3 x 3 x 3/8		<b>Fourth Deck, amidships, Angle, <math>\square</math> or <math>\square</math></b>	✓	
<b>DOUBLE BOTTOM.</b>			Spacing		
<b>Solid Floors, thickness and spacing</b>	.26 every		<b>Poop Deck, Angle, <math>\square</math> or <math>\square</math></b>	5 22 .32	
" " Are Frame and Reversed Frame joggled?	Yes		Spacing	ach.	
<b>Bracket Floors, breadth and thickness at middle line</b>	✓		<b>Bridge Deck, Angle, <math>\square</math> or <math>\square</math></b>	✓	
" " breadth and thickness at margin plate	✓		Spacing		
			<b>Forecastle Deck, Angle, <math>\square</math> or <math>\square</math></b>	4 22 .26	
			Spacing	every	



## 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.
<b>PILLARS, No. of Rows.....</b>	<i>one</i>		Stringer Plate, breadth and thickness in way of Bridge .....		
" in 'tween Decks, Size and Spacing.....	<i>File 2" dia</i>		Thickness of Plating abreast Deck openings in way of Wells .....		
" " " " " " .....	<i>Perp 2"</i>		Thickness of Plating abreast Deck openings in way of Bridge .....		
" in Holds " " .....	<i>Deep knees from 14" ft. in line.</i>		Thickness of Plating within line of openings...		
" " " " " " .....	<i>6x3x3-32 Channel pillar below hatchways on ch.</i>		If Sheathed, material and thickness .....		
<b>Centre Line Bulkhead.</b>			<b>Third Deck.</b>		
Stiffeners and Spacing.....	<i>✓</i>		Stringer Plate, breadth and thickness.....	<i>✓</i>	
Plating, thickness of .....	<i>✓</i>		If Plated, state thickness.....		
<b>STRINGERS AND DECKS.</b>			<b>Fourth Deck.</b>		
<b>Uppermost Continuous Deck.</b>			Stringer Plate, breadth and thickness.....	<i>✓</i>	
Stringer Plate, breadth and thickness in Wells	<i>62 x 30</i>	<i>✓</i>	If Plated, state thickness .....		
" " " " in way of Bridge	<i>✓</i>		<b>Poop Deck.</b>		
" Angle in Wells .....	<i>32 32 30</i>	<i>✓</i>	Stringer Plate, breadth and thickness .....	<i>30" x 24</i>	<i>✓</i>
Thickness of Plating abreast Deck openings in way of Wells .....	<i>28 for 25 aft.</i>	<i>✓</i>	Plating, Sheathing, material and thickness ..	<i>24, 3x2 1/2 Oregon pine</i>	<i>✓</i>
Thickness of Plating abreast Deck openings in way of Bridge .....	<i>✓</i>		<b>Bridge Deck.</b>		
Thickness of Plating within line of openings...	<i>✓</i>		Stringer Plate, breadth and thickness.....	<i>✓</i>	
If Sheathed, material and thickness .....	<i>none</i>	<i>✓</i>	Plating, Sheathing, material and thickness ...	<i>✓</i>	
<b>Second Deck.</b>			<b>Forecastle Deck.</b>		
Stringer Plate, breadth and thickness in Wells...	<i>✓</i>		Stringer Plate, breadth and thickness.....	<i>.26</i>	<i>✓</i>
			Plating, Sheathing, material and thickness ...	<i>.26</i>	<i>✓</i>

## SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <i>No</i>			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?	SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth. Inches.	Thickness. Inches.	Thickness. Inches.	Thickness. Inches.				Diam. Inches.	Spacing cr. to cr. Inches.		Diam. Inches.	Spacing cr. to cr. Inches.	
FLAT PLATE KEEL .....	<i>36</i>	<i>.50</i>	<i>.50</i>	<i>.50</i>	<i>Rule 40 - .36</i>	<i>Single</i>	<i>3/4</i>	<i>6 lines 4</i> <i>Fr. R.</i>	<i>3 to 2</i>	<i>3/4</i>	<i>2 7/8</i>	<i>Strapped</i>	
„ DBLG. (if any)			<i>✓</i>										
BOTTOM PLATING, No. of Strakes .....	<i>AB</i>	<i>3/8</i> <i>.50</i>	<i>3/8</i> <i>.50</i>	<i>3/8</i> <i>3/8</i>	<i>" .30 - .26</i>	<i>"</i>	<i>3/4</i>	<i>"</i>	<i>2</i>	<i>"</i>	<i>"</i>	<i>Lapped</i>	
BILGE PLATING, No. of Strakes .....	<i>E</i>	<i>3/8</i>	<i>3/8</i>	<i>3/8</i>	<i>" .30 - .26</i>	<i>"</i>	<i>3/4</i>	<i>"</i>	<i>2</i>	<i>"</i>	<i>"</i>	<i>"</i>	
SIDE PLATING, No. of Strakes .....	<i>E</i>		<i>✓</i>										
UPPER DECK, Sheer-strake in Wells .....	<i>42</i>	<i>3/8</i>	<i>3/8</i>	<i>3/8</i>	<i>" .36 - .26</i> <i>.47 at head of pump</i>	<i>"</i>	<i>3/4</i>	<i>"</i>	<i>2</i>	<i>"</i>	<i>"</i>	<i>"</i>	
UPPER DECK, Sheer-strake in Bridge ...	<i>Q</i>		<i>✓</i>										
STRAKE BELOW Sheer-strake in Wells .....	<i>42</i>	<i>3/8</i>	<i>3/8</i>	<i>3/8</i>	<i>" 31 - .27</i>	<i>"</i>	<i>3/4</i>	<i>"</i>	<i>2</i>	<i>"</i>	<i>"</i>	<i>"</i>	
STRAKE BELOW Sheer-strake in Bridge ...			<i>✓</i>			<i>Shell seams D.R. 1/2" oil fuel.</i>							
POOP SIDE PLATING .....				<i>.24</i>		<i>"</i>	<i>5/8</i>	<i>1 line 4</i> <i>Fr. R.</i>	<i>1</i>	<i>5/8</i>	<i>2 1/2</i>	<i>Lapped Strakes</i>	
BRIDGE SIDE PLATING ...			<i>✓</i>										
FORECASTLE SIDE PLATING				<i>.24</i>		<i>"</i>	<i>5/8</i>	<i>"</i>	<i>1</i>	<i>"</i>	<i>"</i>	<i>"</i>	

## WATERTIGHT BULKHEADS.

<b>Total No. of W.T. BULKHEADS in Vessel—</b>		<i>annexed</i>
Extending to Upper Deck (Sec. 3 c)	.....	3
„ Deck next below	.....	1
As per Rule	.....	3

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar</b> .....				
<b>STEM</b> .....	Roller	6 x 1 1/8		
<b>STERN FRAME</b> {	Propeller Post .....	Forger { 53/8 x 2 1/2	Forster	
	Rudder " .....	iron { 53/8 x 2 1/2		
<b>RUDDER—A x D</b> .....		35.6		
<b>Speed of Vessel</b> .....		10 knots		
<b>RUDDER</b> mainpiece at head ...	3 1/8" dia Forger {	37/16	Forster.	
" " heel ...	iron {	2 7/8		
" how constructed .....		forged & built		
" double or single plate .....		double . 2.4		
" coupling, vertical or horizontal .....		horizontal.		

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks						
"	"	Second	"			
"	"	Third	"			
"	"	Holds	19	30"-26 4x3x.30 30"	✓	✓
COLLISION		"	(in Hold)	59	32 -30 5 1/2 x 3 x 3/4 24"	
AFTER PEAK		"	"	4	50 -30 3 x 2 1/2 x 3/2 24"	

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *open hearth process.*

*Appleby-Frodingham S. Co. : Skinningrove I. Co. : Cargo Fleet I. Co. :*

*Cussett I. Co. : So. Durham S. & I. Co. : Dorman Long & Co. :*

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



31 OCT 1936

EQUIPMENT No. <i>4228</i>										LETTER <i>d</i>	ANCHORS.
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.
<i>49500</i>	1st Bower ...	<i>7</i>	<i>1</i>	<i>-</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>9</i>	<i>9</i>	<i>1</i>	<i>14</i>
<i>49501</i>	2nd " ...	<i>6</i>	<i>3</i>	<i>22</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>9</i>	<i>5</i>	<i>-</i>	<i>-</i>
	3rd " ...	<i>14</i>	<i>0</i>	<i>22</i>							
	Collective weight.	<i>14</i>	<i>0</i>	<i>22</i>							
<i>49502</i>	Stream .....	<i>2</i>	<i>1</i>	<i>-</i>	<i>-</i>	<i>2</i>	<i>14</i>	<i>4</i>	<i>15</i>	<i>-</i>	<i>-</i>

## 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.	Stations.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.
	Fathoms.	Ins.	Tons.		Cwts. qrs. lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
103750	15	7/8	13 3/4	20 5/8	5.3.20												
103751	"	"	"	"	5.3.24	6 1/4	165	1 1/16	Stud J. Bloomer 18	N: 7/9/36: Reef.	POWLINE...		75	2 1/4	6.8.7.	75	2 1/4
103752	"	"	"	"	6.0.8				"	"	"						
103753	"	"	"	"	6.0.1				"	"	"						
103754	"	"	"	"	6.0.14				"	"	"						
103568	"	"	"	"	6.0.3				"	"	N: 7/7/36; "	HAWSEYS & WARPS }					
103569	"	"	"	"	6.0.6				"	"	N: 8/7/36: "						
103570	"	"	"	"	6.0.2				"	"	N: 25/7/36: "	"	90	4		90	4
103817	"	Cir. 6	"	"	6.1.6			Cir.	"	"	N: 24/9/36: "						
103818	"	"	"	"	6.0.21				"	"	N: 24/9/36: "						
Iron Stream Chain or Steel Wire	(45	2 1/4	10.8.7.)				45	2 1/4			N: 24/9/36: "						
103819	"	"	"	"	6.1.7				"	"	N: 24/9/36: "						

Steering Gear, Steam ✓

Steering Gear, Hand *efficient*Boats *2, good.*Steering Chains, Size and Test *7/16 ✓ 24 Tons*Windlass *hand & gypsy chain from wind.*Ceiling in Holds, thickness and material *24 wpine*Cargo Battens, thickness, material and spacing *none*Cargo Hatchways.—(Upper Deck) *Steel 38*Thickness of Hatches *2 3/4"*Size of No. 1 Hatchway (Forward) *24'6" x 15'0"* No. 2 *24'6" x 15'0"* No. 3 *✓* No. 4 *✓* No. 5 *✓* No. 6 *✓*Number of Shifting Beams and/or Fore and Afters *6 in each hatchway.*

PER PRO

THE GOOLE SHIPBUILDING &amp; REPAIRING CO. LTD.

Builder's Signature

*C. F. Cragg*

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.

(In built-in tank under deck, in Motor Room, Flash Point above 150°F)

This vessel has been built in accordance with the approved plans and instructions and in conformity with the Rules for the Class contemplated.

The materials and workmanship are satisfactory.

A freeboard has been assigned, the marks cut in on the vessel's sides and verified.

The double bottom, peak and oil fuel tanks have been tested in accordance with Rule requirements and found satisfactory.

The decks, windlass and steering gear have been tested and found satisfactory.

The amount of Entry Fee ..... £ *3* : - : -

Fees applied for

*30 OCT 1936*Special Survey Fee.... £ *25* : *10* : -I am of opinion the Vessel should be Classed *+100A1*Travelling Expenses, if any £ *3* : *3* : *6*

Received by me,

*Freeboard* £ *4* : - : -

State whether the Vessel has been built under Special Survey

*Yes.*

Signature

*W. Malcolm*

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to

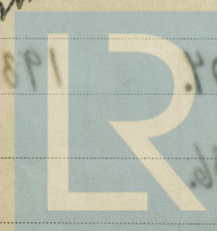
Date of issue

*29/1/37*

Committee's Minute

*FRI. 6 NOV 1936*

Character assigned

*+100A1**Lloyd's Arch. + since 10.36**mach. aft. oil Engines O.G.**Cargo Battens not fitted**work def.**Printed*

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Lloyd's Register 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.)

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

1st Bower 4.1.20; J.D.; 3799; 11/7/35.  
2nd " 4.0.18; A.P.; 3896; 18/9/35.  
3rd " ✓

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop 33.7 ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle 12.0 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) 1<sup>st</sup> (Stl) ✓

Official No. 163,255; Signal Letters

Is bottom of Vessel coated with cement Yes if not give

particulars of composition ✓

**PARTICULARS OF WATER BALLAST.—**

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, No. 2	35	45	Fore peak tank,	10	23
Double bottom, under Engines and Boilers, ✓			After peak tank,	10	15
Double bottom, if under Engines only, ✓			Deep tank, aft, ✓		
Double bottom, if under Boilers only, ✓			Deep tank, forward, ✓		
Double bottom, forward, No. 1	35	42	Other tanks, if fitted, ✓		
	Total capacity of double bottom 87		(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. 3104.

Date 14<sup>th</sup> June 1936.

Dates of Surveys held while building

1936:—Apr. 30. May 28. June 19. 26. 29.  
July 8. 14. 16. 21. 29. Aug. 5. 10. 14. 19. 26. 27. 31.  
Sept. 2. 5. 7. 10. 14. 22. 25. 28. Oct. 5. 9. 13. 14. 15.

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Total No. of Visits 30.