

## STEEL STEAMER or MOTORSHIP.

25 FEB 1937

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

22 - 2 - 37

Port of

*Belfast*

No.

11895

Survey held at

*Belfast*

Date First Survey

17 Feb 1936

Last Survey

18 Feb

19 37

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

SINGLE SCREW MOTOR SHIP *EARNE BANK*

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

C.S.S. WITH TONNAGE OPENING

State Type of Erections

C.S.S.

TONNAGE under Tonnage Deck

4983.02

CLASS

100A-1

State if with freeboard as condition of Class

*Yes*

Built at

*Belfast*

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 425

Launched 17. 11. 36

Yard No. 984

Total

4983.02

Breadth (Greatest moulded)

B 57

Builders *Harland & Wolff Ltd*

Gross Tonnage

5388.02

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

D = 37.83

Owners *Bank Line Ltd*

Register Tonnage

3322.88

1st Longitudinal Number (L x D)

= 16077.75

Managers *Andrew Weir & Co*

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

LENGTH O.L. 448.4.

REGISTERED DIMENSIONS.

FEET.

Length

431.7

Breadth

37.3

Depth

24.9

2nd Numeral L x (B + D)

= 10302.76

Residence

*London*

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

20.8

Port of Registry

*Belfast*

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

10.99

If surveyed while building, afloat, or in dry dock

Draught Moulded

26-3/4

*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.
MES, Spacing amidships	36	✓	Bracket Floors, Frame	7 3/2 37	app 7 3/2 34
" " from 3/4 length to Collision bulkhead	27	✓	" " Reversed Frame	6 3 46	app 6 3 42
" " in peaks	24	✓	" " Vertical Struts	6 3 46	app 6 3 42
E FRAMING.			Centre Girder, depth and thickness amidships	44 1/2 59	app 44 1/2 54
Frame Amidships, Angle	9 3/2 50	✓	" " top Angles	3 1/2 53	app 11 48
" " Extends up to	upper dk	✓	" " bottom Angles	5 5 59	app 16 54
Reversed Frame Amidships, Angle	9 3/2 44	✓	Side Girders, No. each side and thickness	one 38	
" " Extends up to	2nd dk	✓	Margin Plate depth (excl. of flange) and thickness	14 1/2 56	
Depth of Framing Girder	14	✓	" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	6 6 51	app 12 46
Frames in Uppermost Continuous 'tween Decks, Angle	9 3/2 50	✓	" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	6 6 51	app 12 46
" " Second 'tween Decks, Angle, [ or ]	✓	✓	" " Gussets, spacing and scantling abaft 1/4 len. from stem	continuation	
" " Third " " "	✓	✓	" " Gussets, spacing and scantling forward 1/4 len. from stem	28 1/2 46	
Framing in Peaks, [ or ]	7 1/2 32 43	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	5 1/2 49	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 4 7/8	✓	INNER BOTTOM PLATING.		
State if Frame Joggled	Yes	✓	Breadth and thickness of Middle Line Strake	68 1/2 52 44	app 54 52
STRENGTHENING ARRANGEMENTS (Sec. 7), state system and particulars	3rd dk 19/16 Hold deep fr + Strainers	✓	Thickness of remainder in Holds	4 1/2 42	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Bottom Shell line extra 1/2 dk under girder	✓	Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. space and framing in Bunkers and Boiler Room?	Yes	
DOUBLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	✓	✓	Uppermost Continuous Deck, amidships	10 3 1/2 46	✓
Height of Brackets at side above base line at toe of frame	✓	✓	" " in way of Bridge, Angle, [ or ]	✓	
Middle Line Keelson, on Floors, Angles, [ or ]	✓	✓	Spacing	36	✓
" " Through Plate or Intercostal Plate	✓	✓	Second Deck, amidships, Angle, [ or ]	12 5 3 1/2 40	✓
" " Foundation Plate on Floors	✓	✓	Spacing	36	✓
" " Flat Plate Keel Angles	✓	✓	Third Deck, amidships, Angle, [ or ]	11 3 1/2 57	✓
Side Keelsons, No. each side	✓	✓	Spacing	27	✓
" " thickness of Intercostal Plate	✓	✓	Fourth Deck, amidships, Angle, [ or ]	✓	
" " Angles	✓	✓	Spacing	✓	
DOUBLE BOTTOM.			Poop Deck, Angle, [ or ]	✓	
Solid Floors, thickness and spacing	46 9/16 app 42	✓	Spacing	✓	
" " Are Frame and Reversed Frame joggled?	fr joggled Refr not 10/16	✓	Bridge Deck, Angle, [ or ]	✓	
Bracket Floors, breadth and thickness at middle line	33 1/2 50 app 45	✓	Spacing	✓	
" " breadth and thickness at margin plate	33 1/2 50 app 45	✓	Forecastle Deck, Angle, [ or ]	✓	
" " Spacing	✓	✓	Spacing	✓	



## 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</b> , No. of Rows.....	<i>one</i>		Stringer Plate, breadth and thickness in way of Bridge .....	✓	
„ in 'tween Decks, Size and Spacing .....	<i>3 1/8 @ 6ft</i>	✓	Thickness of Plating abreast Deck openings in way of Wells <i>amid</i> .....	<i>40</i> ✓	
„ „ „ „ „	✓		Thickness of Plating abreast Deck openings in way of Bridge .....	✓	
„ in Holds „ „	✓		Thickness of Plating within line of openings...	<i>34</i> ✓	
„ „ „ „ „	✓		If Sheathed, material and thickness .....	✓	
<b>Centre Line Bulkhead.</b> <i>amid</i>			<b>Third Deck. No. 1. Hold only</b>		
Stiffeners and Spacing..... <i>ba</i>	<i>9 3 1/2 56</i>	<i>✓ on plans</i>	Stringer Plate, breadth and thickness.....	<i>52 1/2 - 36</i>	✓
Plating, thickness of .....	<i>3ft</i>	✓	If Plated, state thickness.....	<i>34 - 30</i>	✓
	<i>28</i>	✓			
<b>STRINGERS AND DECKS.</b>			<b>Fourth Deck.</b>		
<b>Uppermost Continuous Deck.</b> <i>amid</i>			Stringer Plate, breadth and thickness.....	✓	
Stringer Plate, breadth and thickness <del>in Wells</del>	<i>61 + 62</i>	✓	If Plated, state thickness .....	✓	
„ „ „ „ in way of Bridge	✓		<b>Poop Deck.</b>		
„ Angle in Wells .....	<i>6 6 62</i>	✓	Stringer Plate, breadth and thickness .....	✓	
Thickness of Plating abreast Deck openings in way of Wells <i>amid</i> .....	<i>56</i>	✓	Plating, Sheathing, material and thickness ...	✓	
Thickness of Plating abreast Deck openings in way of Bridge .....	✓		<b>Bridge Deck.</b>		
Thickness of Plating within line of openings...	<i>40</i>	✓	Stringer Plate, breadth and thickness.....	✓	
If Sheathed, material and thickness .....	<i>3" Oregon</i>	✓	Plating, Sheathing, material and thickness ..	✓	
<b>Second Deck.</b> <i>amid</i>			<b>Forecastle Deck.</b>		
Stringer Plate, breadth and thickness <del>in Wells</del>	<i>72 + 40</i>	✓	Stringer Plate, breadth and thickness.....	✓	
			Plating, Sheathing, material and thickness ..	✓	

## SHELL PLATING.

[illegible]

## WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		Casting or Forging.		Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
Extending to Upper Deck (Sec. 3 c)		one				
" Deck next below		seven				
As per Rule		seven				

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHD, Upper tween decks	✓				
" " Second "	✓				
" " Third "	✓				
" " Holds	48	12x54x3½x3½	60x30"		
COLLISION " (in Hold)	54-29	8x3x44BA 924	semi boss beam		
AFTER PEAK " "	44-30	8x3x51BA 914	semi boss beam		

		Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	Roller Seat	10228	Colostin		
STEM					
STERN FRAME	Propeller Post	StC casting as app.	Skoda		
	Rudder				
Speed of Vessel	12 knots				
RUDDER—Type	normal; pintles thro gudgeon in rudder post area				
"	128 sq ft				
"	Diam. of head	12" forged StC	Skoda		
"	Mainpiece at top pintle	StC casting of 5 section			
"	" heel	134½x8x8x1½	Skoda		
"	how constructed	built with vertical web plates.			
"	double or single plate	double			
"	coupling, vertical or horizontal	Vertical			

## STEEL.

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

Manufacturer's Name or Trade Mark of the Steel used  
Bolvelles. Steel Company Scotland.

Has the Steel been tested as required by the Rules?

Yes

Lloyd's Register  
Foundation



EQUIPMENT No 40921										LETTER B+		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.	Cwts.				
95408	1st Bower ...	69	0	11	✓			53	7	2	0	✓	Hungley's Challenge	Hungley	Netherlon 15/8/36 Ref. ✓	
95409	2nd „ ...	69	0	10	✓			53	7	2	0	✓	do	do	do 1/8/36 Ref	
95098	3rd „ ...	68	3	7	✓			53	5	0	0	✓	do	do	do 3/3/36 Ref ✓	
	Collective weight	207	0	0	✓							207 ✓				
95472	Stream .....	21	0	0		5	1	9	21	12	2	0	✓	Rodger's Lion	Hungley	Netherlon 3/1/36 Ref.

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.	Stain- ing.	Break- ing.	Supplied.			Per Rule.		Length.					Diam.	Length.		Cir.	Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
88175	150	2 3/8	10 1/2	423	423	3	16	844 1/4	300	2 3/8	Stud	Hungley	Netherlon 28 3/6 Reef	TOWLINE	130	5	70	130	5	
88205	150	2 3/8	10 1/2	423	423	2	14		Stud	L	L	3/8/36 Reef	HAWSERS & WARPS	200	3	18	6	200	2 3/4	
		Cir.								Cir.				"	200	2 3/4	15	2	200	2 3/4
Iron Stream Chain- as Steel Wire	130	5		52	8				130	5										

Steering Gear, Steam *quadrant & tiller type efficient* ✓ Steering Gear, Hand *auxiliary means provided using winch* ✓  
Boats *four* ✓ Steering Chains, Size and Test *steering gear aft. telemotor control* ✓ Windlass *steam efficient* ✓  
Ceiling in Holds, thickness and material *2 1/2 W.P. under hatches.* ✓ Cargo Battens, thickness, material and spacing *2" W.P. 9" in holds and* ✓  
*Shells between decks*  
Cargo Hatchways. (Upper Deck) *Steel plates & angles* ✓ Thickness of Hatches *2 1/2"* ✓  
Size of No. 1 Hatchway (Forward) *29'3" x 22* No. 2 *33 x 22* No. 3 *30 x 22* No. 4 *33 x 22* No. 5 *30 x 22* No. 6 ✓  
Number of Shifting Beams *and for Fore and Afters* No. 1 *5*; No. 2 *6*; *5*; *6*; *5* ✓

For HARLAND AND WOLFE LIMITED.  
Builder's Signature *Chas. Payne* Director

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 *motorship*  
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *Yes* The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.  
Oil fuel, as bunkers, is carried in the double bottom. The after peak is arranged for water ballast or for the carriage of oil fuel as cargo. The fore peak is arranged for water ballast, carriage of oil fuel, vegetable oil or rubber latex. The deep tanks aft of machinery space are divided into upper and lower tanks and subdivided by oil tight centre line bulkhead and so arranged that the upper & lower tanks may be used as a combined tank, as separate tanks or for general cargo. The deep tanks are arranged for the carriage of water ballast, oil fuel, vegetable oil or rubber latex. The loading of the deep tanks is subject to certain conditions (see page 4) and the Builder & Owners have been duly advised. The flash point of the oil fuel is above 150°F. This vessel has been constructed in accordance with the approved plan, the Secretary's letter and in conformity with the Rules for the class contemplated. The material and workmanship are good. All double bottom tanks, including cofferdam in way of same, fore peak, after peak, upper & lower deep tanks have been tested under pressure to Rule requirements. Weather decks, W.T. bulkheads and tunnel have been hose tested. The steering gear, windlass, and smother, W.T. door and large section have been tested under working conditions. All the above tests were satisfactory. The firework has been assigned, marked, cut in and verified on the oil pipe. Certificate copy issued

The amount of Entry Fee ..... £ 0 : 0 : 0 Fees applied for, 24-2-1937  
Special Survey Fee.... £ 334 : 14 : 0 Received by me, 8.3.37  
Freeboard Fee £ 16 : - : - Travelling Expenses, if any £ : : :  
I am of opinion the Vessel should be Classed *+ 100 A.1.* with freeboard  
State whether the Vessel has been built under Special Survey *Yes* Signature *W. M. Baileys*  
Certificate to be sent to *Pres.* Date of issue *20/3/37* Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE 2 MAR 1937  
Character assigned *+ 100 A.1*  
*with freeboard*  
Carrying oil fuel F.P. above 150°F in after peak tank  
Carrying cargo oil F.P. above 150°F in fore peak tank  
deep tanks aft & fore peak tank; Lloyd's at 100  
+ Enc. 2. 27 2 S.B. 120 lb. CL  
*write Bx* *Oil Sif.*



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.)

In the carriage of latex in fore peak & deep tanks, loading list as per Sect 30A vegetable oil para 4, of the Rules, is compulsory. See Sect letter 17<sup>th</sup> Sept 1936.

Deep tank. Extract from Sect letter 9<sup>th</sup> Nov 1936

When oil fuel is carried in the double bottom tank below the deep tank and vegetable oil is carried in the lower deep tank immediately above, care must be taken to ensure that, when loading the oil fuel in the double bottom, under the vegetable oil tank, the loading of the oil fuel is stopped before the tank top is under pressure.

The same precaution should be taken when vegetable oil is carried in the upper deep tank and oil fuel in the lower deep tank.

Extract from plan of deep tank approved 18.3.36

Assumed that no general cargo will be carried in the lower deep tank when oil is carried in the tween decks.

Hullship Section as built and approved plans with list forwarded

Ship forging and/or casting reports.

Rudder frame & head

Stem frame

Stem keel piece

Deerecks.

Interim certificate (combined hull & machinery) issued copy attached.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book D.F. E.S.D. oil engine.

cruiser stern. Carrying oil fuel in after peak; carrying oil fuel, vegetable oil or latex in fore peak and in upper and lower deep tanks aft.

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

1st Bower Wt. casting 36c-3.0. head + pins & blocks 45c-0.0. N°6562. 30.11.31. A.B.

2nd „ Wt. casting 36-3.25. „ 45-0-25 N°6663 21.1.32 A.B.

3rd „ Wt. casting 34-1-0 „ 42-1-14 N°3899 18.10.34 R.L.

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 one deck oak and Shelter dk. pt wood sheathed. 2<sup>nd</sup> deck not hold.

Official No. 165159; Signal Letters GZKZ

Is bottom of vessel coated with cement no if not give particulars of composition

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length.		Water Capacity.	Where Fitted.	*Length.		Water Capacity.
	Feet.	Tons.			Feet.	Tons.	
Double bottom, aft,	123	286		Fore peak tank,	23	92	
Double bottom, under Engines and Boilers,	—	—		After peak tank,	19	198	
Double bottom, if under Engines only,	48	257		Deep tank, aft, upper	30	581	
Double bottom, if under Boilers only,	—	—		Deep tank, forward, aft lower	30	647	
Double bottom, forward,	189	648		Other tanks, if fitted,			
	Total capacity of double bottom	1191		(If necessary, furnish further information by sketch.)			

\* The wells are not to be included in the lengths of the tanks (See Circular No. 1284).

Order for Special Survey No. 859

Date 13-3-36

Dates of Surveys held while building

1936  
Feb 17 Mar 21, 24 Apr 1, 6, 16 May 11, 20 June 15, 16, 17, 18, 22, 24, 30 July 1, 3, 6, 20, 21, 24, 27, 30  
Aug 5, 10, 12, 14, 21, 25, 31 Sept 2, 3, 4, 7, 8, 10, 11, 14, 15, 17, 18, 21, 23, 28, 29 Oct 1, 2, 6, 7, 9, 12, 13, 14, 16  
20, 22, 23, 28, 29, 30 Nov 3, 4, 6, 16, 17, 24, 25 Dec 2, 10, 16, 18, 21, 22, 23  
12, 15, 16, 18  
1937  
Jan 11, 12, 26 Feb 1, 8, 9  
Total No. of Visits 84