

STEEL STEAMER or MOTORSHIP.

10 JUL 1928

Received at London Office

State if Report has been sent on the Freeboard of the Vessel YesState if Report is sent on the Machinery of the Vessel YesDate of completion of report 6th July 1928Port of BelfastNo. 10002Survey held at BelfastDate First Survey 26th Oct 1927Last Survey 4th July 1928On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) SINGLE SCREW MOTORSHIP "KING WILLIAM"State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full ScantlingState Type of Erections P.B. - 7csteTONNAGE under 4882.77
Tonnage DeckCLASS 100 A1State if with freeboard
as condition of Class ✓Built at BelfastDo. 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 400Launched 19th May 1928 Yard No. 765

Total

Breadth (greatest moulded) B 54.5Builders Harland & Wolff LtdGross Tonnage 5273.91Depth, at middle of length from top of keel to top
of beam at side of uppermost continuous
deck. See Sec. 3 (1c) D 29.62Owners Kingline LtdRegister Tonnage 3171.281st Longitudinal Number (L x D) = 11850Managers Bodd Thompson & Co Ltd

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

2nd Numeral L x (B + D) = 33650

Residence

REGISTERED DIMENSIONS.
FEET.Length 400.7Framing Depth "d," at middle of length. See
Sec. 3 (1d) 17.71Breadth 54.8Proportions—Depth to Length—Uppermost con-
tinuous deck to top of keel 13.5Depth 27.25Do. Long Bridge to top
of keel 10.5Draught Moulded 23'-8"Port of Registry LondonIf surveyed while building, afloat, or in dry dock
Yes

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	28				Bracket Floors, Frame	B.A.	9	3 1/2	48
" " from 1/4 length to Collision bulkhead	27				" " Reversed Frame		8 1/2	3	48
" " in peaks	24				" " Vertical Struts		8 1/2	3	48
SIDE FRAMING.					Centre Girder, depth and thickness amidships		42 x	52 to	42
Frame Amidships, Angle, [or]	8 x 3 1/2 x 3 1/2	55 F.	525 W.		" " top Angles		3 1/2	3 1/2	50
" " Extends up to	Second				" " bottom Angles		4	4	56
Reversed Frame Amidships, Angle					Side Girders, No. each side and thickness		One	38	not flanged.
" " Extends up to					Margin Plate depth (excl. of flange) and thickness		36 x	50	
Depth of Framing Girder	8				" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem		3 1/2	3 1/2	42
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	6 1/2	3 1/2	48		" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem		3 1/2	3 1/2	42
" " Second 'tween Decks, Angle, [or]					" " Gussets, spacing and scantling abaft 1/4 len. from stem		Continuous plate		
" " Third " " " "					" " Gussets, spacing and scantling forward 1/4 len. from stem				
Framing in Peaks, Angle [or]	7	3 1/2	48		Tank Side Brackets, height above base line at toe of Frame and thickness		62	x	43
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships	1/8		5 3/4		INNER BOTTOM PLATING.				
State if Frame Joggled	Yes				Breadth and thickness of Middle Line Strake		50	x	50
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	Web & stringers as per Sec 1 of Rules & as approved.				Thickness of remainder in Holds				42
STRENGTHENING OF BOTTOM FOR- WARD. State Particulars	3 Strakes of Shell next keel main deck & thickness 1/2" boll B.H. 2nd floor solid every frame fwd 1/4 L - B.H. frames double for 1/4 L.				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
SINGLE BOTTOM.					BEAMS.				
Floors, 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	40 W 65 F.	
Height of Brackets at side above base line at toe of frame					" " in way of Bridge, Angle, [or]		10 x 3 1/2 x 3 1/2	46 W 55 F.	
Middle Line Keelson, on Floors, Angles, [or]					Spacing			28	
" " Through Plate or Intercostal Plate					Second Deck, amidships, Angle, [or]		10 x 3 1/2 x 3 1/2	48 W 57 F.	
" " Foundation Plate on Floors					Spacing			28	
" " Flat Plate Keel Angles					Third Deck, amidships, Angle, [or]				
Side Keelsons, No. each side					Spacing				
" " thickness of Intercostal Plate					Fourth Deck, amidships, Angle, [or]				
" " Angles					Spacing				
DOUBLE BOTTOM.					Poop Deck, Angle, [or]		6 1/2	3	37
Solid Floors, thickness and spacing	38		84		Spacing		24	&	28
" " Are Frame and Reversed Frame joggled?	Joggled				Bridge Deck, Angle, [or]		9	3 1/2	44
Bracket Floors, breadth and thickness at middle line	47	x	38		Spacing			28	
" " breadth and thickness at margin plate	39 1/2	x	38		Forecastle Deck, Angle, [or]		7 1/2	3 1/2	44
					Spacing		27	&	24

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. <i>Bridge Space One</i>	<i>2 7/8 spaced 56.</i>	/	Stringer Plate, breadth and thickness in way of Bridge	<i>47</i> x <i>36</i>	/
" in 'tween Decks, Size and Spacing.....	<i>6" line B.Hd. and as appd.</i>	/	Thickness of Plating abreast Deck openings in way of Wells	<i>35</i>	/
" " " " " <i>Stiffs OA</i>	<i>5 spaced 56 30 26</i>	/	Thickness of Plating abreast Deck openings in way of Bridge	<i>32</i>	/
" in Holds " "	<i>6" line B.Hd.</i>	/	Thickness of Plating within line of openings...	<i>30</i>	/
" " " " "			If Sheathed, material and thickness	<i>✓</i>	
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing..... <i>B.A.</i>	<i>9x3x 48 and spaced 56</i>	<i>as appd.</i>	Stringer Plate, breadth and thickness.....	<i>✓</i>	
Plating, thickness of	<i>30</i>	/	If Plated, state thickness.....		
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....	<i>✓</i>	
Stringer Plate, breadth and thickness in Wells	<i>56 x 92</i>	/	If Plated, state thickness		
" " " " in way of Bridge	<i>47 x 39</i>	/	Poop Deck.		
" Angle in Wells	<i>6 x 6 x 92</i>	/	Stringer Plate, breadth and thickness	<i>35 1/2</i> x <i>35</i>	/
Thickness of Plating abreast Deck openings in way of Wells	<i>60</i>	/	Plating, Sheathing, material and thickness ...	<i>30</i> <i>2 1/2" Pine</i>	/
Thickness of Plating abreast Deck openings in way of Bridge	<i>35</i>	/	Bridge Deck.		
Thickness of Plating within line of openings...	<i>40</i>	/	Stringer Plate, breadth and thickness.....	<i>57</i> x <i>46</i>	/
If Sheathed, material and thickness	<i>✓</i>		Plating, Sheathing, material and thickness ...	<i>42</i> <i>No Sheathing</i>	/
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	<i>47</i> x <i>39</i>	/	Stringer Plate, breadth and thickness.....	<i>34 1/2</i> x <i>35</i>	/
			Plating, Sheathing, material and thickness ...	<i>34</i>	/

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?	SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.		
FLAT PLATE KEEL	49	77	68	68		Double	1	4	Four	1	4	Lapped	
„ DBLG. (if any)		✓											
BOTTOM PLATING, No. of Strakes ³	✓	60	46	46		Double	$\frac{7}{8}$	3½	Three	$\frac{7}{8}$	3½	„	
BILGE PLATING, No. of Strakes ²	✓	60	46	46		„	„	„	„	„	„	„	
SIDE PLATING, No. of Strakes ³		60	44	44		„	„	„	„	„	„	„	
UPPER DECK, Sheer- strake in Wells.....	50	93	44	44		„	1	4	Five	1	4½	„	
UPPER DECK, Sheer- strake in Bridge ...	50	60	✓	✓		„	$\frac{7}{8}$	3½	Three	$\frac{7}{8}$	3½	„	
STRAKE BELOW Sheer- strake in Wells.....	50	77	44			„	1	4	Four	1	4	„	
STRAKE BELOW Sheer- strake in Bridge ...	50	60	✓	✓		„	$\frac{7}{8}$	3½	Three	$\frac{7}{8}$	3½	„	
POOP SIDE PLATING				38		Single	$\frac{3}{4}$	3	Two	$\frac{3}{4}$	2½	„	
BRIDGE SIDE PLATING ...		58				Double	$\frac{7}{8}$	3½	Five	$\frac{7}{8}$	4	„	
FORE'C'TLE SIDE PLATING			40			Single	$\frac{3}{4}$	3	Two	$\frac{3}{4}$	2½	„	

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) <i>Seven</i>							
" Deck next below <i>Six</i>							
As per Rule							
				STIFFENERS.			
		Plating Thickness.	VERTICAL.		HORIZONTAL.		
			Scantlings.	Spacing.	Scantlings.	Spacing.	
No 51 FORD		41-29	10x3 1/2 x 53 1/4	30"	as appd		
MIDSHIP BULKH'D, Upper tween decks		26	4 1/2 x 3 x 32"	30"			
No 51 AFT.		40-29	10x3 1/2 x 42 1/4	30"	as appd		
" DEEP TANK AFT. Second "		48-30	12x4 x 60 1/4	24"	as appd		
" " " FORD Third "		42-30	12x4 x 68"	24"	as appd		
" " " Holds			6 x 3 x 36 BA		S.B. Beam 39 x 44		
" " " "			6 x 3 x 36 BA		S.B. Beam 39 x 44		
" " " "			0.3 Beam		as per appd plan		
COLLISION " (in Hold)		50-29	10x3 1/2 x 50 BA	24"	S.B. Beam 24 x 40		
AFTER PEAK " "		49-30	12x3 1/2 x 64	24"	as appd Lower 54		
KEEL, Bar							
STEM							
STERN FRAME { Propeller Post							
{ Rudder							
RUDDER—A x D							
Speed of Vessel							
RUDDER mainpiece at head							
" " heel							
" how constructed							
" double or single plate							
" coupling, vertical or horizontal							

STEEL.

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

Oil Steel

Has the Steel been tested as required by the Rules?

Yes

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Foundation

EQUIPMENT No.				LETTER <i>Z</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.
89760	1st Bower	64	0	21	Stockless			50	12	2	0
89822	2nd "	62	1	14				49	15	0	0
89600	3rd "	55	3	10				45	18	1	21
	Collective weight.	182	1	17					182		
89810	Stream	17	2	12	4	2	11	18	14	1	14
									17 1/2		

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.	Statu-tory.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.	
80815.	Fathoms. 135	Ins. 2 1/4	Tons. 91 1/2	Tons. 127 1/2	Cwts. 343	qrs. 2	lbs. 8	682 1/4	Fathoms. 270	Ins. 2 1/4	Hand laid N. Hingray, Sons	Netherston 16/3/28 H. Green	TOWLINE...	Fathoms. 120	Ins. 5	Tons. 73	Fathoms. 120	Ins. 5
80831					343	2	23					27/3/28	HAWSERS & WARPS }	180	2 3/4	15 1/2	180	2 3/4
"	Extra 2nd	4 joining			6	1	0								180	2 1/2	18 1/2	180
Low Steam Chain Steel Wire	90	Cir. 4 3/4		47					90	Cir. 4 3/4			"					

Steering Gear, Steam *H. W. Hele Shaw Electric Hydraulic* Steering Gear, Hand *H.W. Worm & Pinion*

Boats *Two lifeboats One Dinghy* Steering Chains, Size and Test ☒ Windlass *Clarke Chapman (Elec)*

Ceiling in Holds, thickness and material *3" Spruce* Cargo Battens, thickness, material and spacing *2" Spruce 10" centres*

Cargo Hatchways.—(Upper Deck) *Steel plates & angles Coamings Ends 44* Thickness of Hatches *3"*

Size of No. 1 Hatchway (Forward) *27'-0" x 20'-0"* No. 2 *30'-4" x 20'-0"* No. 3 *28'-0" x 18'-0"* No. 4 *30'-4" x 20'-0"* No. 5 *30'-4" x 20'-0"* No. 6 ☒

Number of Shifting Beams *And Fore and Afters Nos 1 & 3 Five Nos 2 & 4 & 5 Six*

For HARLAND AND WOLF, LIMITED,

Builder's Signature

Chas Payne

GENERAL DECLARATION *This Vessel has been built in accordance with the plans approved by the Committee, the Secretary's letter and in general conformity with the Rules.*

The workmanship & materials are good.

The double bottom tanks, peak tanks, deep tank of fuel Oil Bunkers have been tested as required with satisfactory results.

The weather decks, watertight bulkheads & tunnel have been tested found satisfactory.

Steering Gear, windlass, W. I. Door, bilge pumps & hand pump have been tested under working conditions found satisfactory.

The fuel Oil bunkers tanks have been constructed in accordance with the approved plans.

The freeboard has been verified & cut in on Vessel's sides.

The amount of Entry Fee £ *9 : 0 : 0* Fees applied for, *9.7.1928*

Special Survey Fee.... £ *331 : 17 : 0* Received by me, *25.7.28*

Shd Fee 10 Travelling Expenses, if any £ : : *MR*

I am of opinion the Vessel should be Classed *+100 A1.*

State whether the Vessel has been built under Special Survey *Yes.* Signature *Walter Lang*

HM Certificate to be sent to *This Office* Date of issue *26/7/28* Surveyor to Lloyd's Register of Shipping.

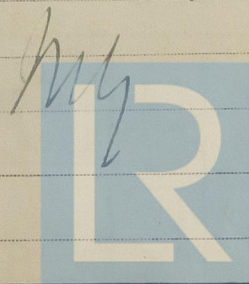
Committee's Minute *FRI. 13 JUL 1928*

Character assigned *+100 A1.*

The Surveyors are requested not to write on or below the Committee's Minute.

Lloyd's A & C P *+ L.M.B. 7: 28* *Oil engines* *SB 100 lb*

Misc 13.7.28 *Leff*



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0092 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.)

This vessel is a sistership of Motorship "KING STEPHEN" Belfast Rept No 9993.
The approved prints as follows are enclosed herewith:— NOTE. Midship Section, Profile Decks already in London.
"W. I. Bulkheads", "Keel Tank plan", "Oil Fuel Bunkers", "Hatch Coamings & Webs", "Pumping Plan".
3 Taring Reports are also enclosed.

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

1st Bower	(89760)	42 . 3 . 3	M.B.	3455	13. 1. 28.
2nd "	(89822)	38 . 3 . 16.	D.D.W.	1407	27. 2. 28.
3rd "	(89600)	35 . 3 . 14.	F.L.R.	453.	26. 10. 27.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 27.66 ft., R.Q.D. ☒ ft., Bridge 142.33 ft., Forecastle 35 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) Two Decks Steel.

Official No. 160516 ; Signal Letters

Is bottom of Vessel coated with cement Partly if not give

particulars of composition Nothing in DB Oil Tanks. Cement in foremost & aftermost DB Tanks, feed water tanks under Motors & in Gr. A. Peaks

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	109.66	252	Fore peak tank,	FR 78 F	109
Double bottom, under ^{Motors} Engines and Boilers, 6'-6" High P.S.	39.66	248	After peak tank,	FR 81 A	260
Double bottom, if under Engines only,			Deep tanks aft, O.F. BUNKERS Poot 5.52 T.	9.33	112
Double bottom, if under Boilers only,			Deep tank, forward,	25.66	1076
Double bottom, forward,	184.66	583	Two Lub. Oil Tanks		26
Total capacity of double bottom		1083	Other tanks, if fitted, A 16.33' F14' A 14T. F12T		

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

Order for Special Survey No. 784

Date 14/9/27

Dates of Surveys held while building

1927 Oct. 26. Nov 24. Dec 1. 5. 12. 16. 23. Jan'y 1928 4. 9. 16. 20. 26. 27. 31. Feb'y 6. 9. 24. 27. 29. March 2. 5. 7. 9. 13. 19. 23. 27. 29. April 3. 5. 11. 13. 17. 20. 23. 24. 26. 27. 30. May 1. 2. 3. 7. 8. 10. 11. 14. 15. 16. 17. 19. 21. 23. 28. June 6. 20. 26. July 2. 4.

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Total No. of Visits 59