

STEEL STEAMER or MOTORSHIP.

Received at London Office 28 APR 1928

State if Report has been sent on the Freeboard of the Vessel YesState if Report is sent on the Machinery of the Vessel Yes

Date of completion of report

27th April 1928

Port of

Sunderland

No.

29710

Survey held at

Sunderland

Date First Survey

25 Oct 1927

Last Survey

20 April

1928

On the

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

Single Steel Screw Steamer "BACTRIA"

State Type

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

Full Scantling

State Type of Erections

Long Bridge or
ForecastleTONNAGE under
Tonnage Deck

2085.45

CLASS

100A1

State if with freeboard
as condition of Class

No

Built at

Sunderland

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 292.0

Breadth (greatest moulded)

B 44.75

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

D 22.5

1st Longitudinal Number (L x D)

= 6540

2nd Numeral L x (B + D)

= 19684

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

11.12

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

12.98

Do. Long Bridge to top
of keel

9.65

Draught Moulded

19.434

Launched 6th Mch 1928 Yard No. 561

Builders Joseph L. Thompson & Sons Ltd.

Owners America-levant Line Ltd.

Managers Stanley & John Thompson, Ltd.

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

Residence 80, Bishopsgate, London, E.C.2.

Port of Registry London

If surveyed while building, afloat, or in dry dock

Building afloat

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	24 1/2		Bracket Floors, Frame	6 x 3 1/2 x 44	BS 54
" " from 1/2 length to Collision bulkhead	24 1/2		" " Reversed Frame	6 x 3 x 36	BS 46
" " in peaks	24		" " Vertical Struts	6 x 3 x 36	BS 46
SIDE FRAMING.			Centre Girder, depth and thickness amidships	36 x 46	BS 56
Frame Amidships, Angle, \angle or \square	4 3 36		" " top Angles Double	3 x 3 x 42	BS 52
" " Extends up to	Upper & Bridge		" " bottom Angles Double	3 1/2 3 1/2 48	
Reversed Frame Amidships, Angle	decks alternately		Side Girders, No. each side and thickness	One 34	BS 44
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	27 1/2 40	BS 50
Depth of Framing Girder	8" (MEAN)	see plan	" " Vertical Angle to Tank side		BS
Frames in ENGINE SPACE	9 3 1/2 48		Bracket abaft 1/2 len. from stem	3 x 3 x 34	44
Frames in BOILER SPACE & BUNKERS	9 3 1/2 54		" " Vertical Angle to Tank side	5 5 34	
Bracket forward 1/2 len. from stem			Bracket forward 1/2 len. from stem	12 1/2 3 x 3 x 34	
Framing in Peaks, Angle or \square	6 3 38		Gussets, spacing and scantling abaft 1/2 len. from stem	ES 43 1/2 3 x 3 x 34	
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships	3/8 x 3/4 6 1/2 5 1/4		" " Gussets, spacing and scantling forward 1/2 len. from stem	98 3 x 3 x 34	ES BS
State if Frame Joggled	No		Tank Side Brackets, height above base line at toe of Frame and thickness	53 1/2 x 36 39	49
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	Deep Framing of bulb angles 9 x 3 x 40 from Frame No. 122 to Collision Bulkhead & two side girders as approved.		INNER BOTTOM PLATING.		ES BS
STRENGTHENING OF BOTTOM FOR- WARD. State Particulars	Midship thickness of three strakes of shell plating next keel main- trained to Rule position of collision bulkhead. Single Frame 5 x 5 x 34 forward of 1/2 len. and girders carried forward as far as practicable.		Breadth and thickness of Middle Line Strake	46 x 42 42	52
SINGLE BOTTOM.			Thickness of remainder in Holds	36	34
Floors, 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 Bunkers and Boiler Room?	Yes	
Height of Brackets at side above base line at toe of frame			BEAMS.		
Middle Line Keelson, on Floors, Angles, \square or \angle			Uppermost Continuous Deck, amidships in Wells, Angle, \angle or \square	4 1/2 3 34	
" " Through Plate or Intercostal Plate			" " in way of Bridge, Angle,	5 8 1/2 3 42	
" " Foundation Plate on Floors			HALF BEAMS IN WAY OF CASINGS Spacing	L 6 3 34	24 1/2
" " Flat Plate Keel Angles			Second Deck, amidships, Angle, \angle or \square	8 1/2 3 44	
Side Keelsons, No. each side			Spacing	24 1/2	
" " thickness of Intercostal Plate			Third Deck, amidships, Angle, \square or \angle		
" " Angles			Spacing		
DOUBLE BOTTOM.			Fourth Deck, amidships, Angle, \square or \angle		
Solid Floors, thickness and spacing	32 42 43 1/2		Spacing		
" " Are Frame and Reversed Frame joggled?	Yes		POOP DECK, Angle, \square or \angle		
Bracket Floors, breadth and thickness at middle line	42 34 44	BS	Spacing		
" " MEAN breadth and thickness at margin plate	50 34 44	BS	Bridge Deck, Angle, \angle or \square	5 1/2 3 34	
			Spacing	L 6 3 34	24 1/2
			Forecastle Deck, Angle, \angle or \square	5 1/2 3 36	
			Spacing	L 6 3 34	24 1/2 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.
	AMIDSHIPS.		FORWARD.			AMIDSHIPS.		FORWARD.		
PILLARS, No. of Rows. Forecastle	One	2 5/8 dia								
BRIDGE	Double channels at hatch ends at centre line		Double channels at hatch ends at centre line			Double channels at hatch ends at centre line		Double channels at hatch ends at centre line		
" in 'tween Decks, Size and Spacing	6	3 x 3 x 32	8	3 x 3 x 46		6	3 x 3 x 32	8	3 x 3 x 46	
" MAIN " " "	6	3 x 3 x 34	11	3 1/2 x 3 1/2 x 56		6	3 x 3 x 34	11	3 1/2 x 3 1/2 x 56	
" FORE in Holds " " "	8	3 1/2 x 3 1/2 x 49	channel pillars clear of hatch ends fitted as appd.			8	3 1/2 x 3 1/2 x 49	channel pillars clear of hatch ends fitted as appd.		
" " " " "										
Centre Line Bulkhead. (AFTER HOLD)	L 6	3	30	5 1/2 x 3 x 34		L 6	3	30	5 1/2 x 3 x 34	
Stiffeners and Spacing	24 1/2		19			24 1/2		19		
Plating, thickness of		30					30			
STRINGERS AND DECKS.	Forward 48		Aft 44			Forward 48		Aft 44		
Uppermost Continuous Deck.	42 Bridge end forward		40 Bridge end aft			42 Bridge end forward		40 Bridge end aft		
Stringer Plate, breadth and thickness in Wells	59		34	60	35	59		34	60	35
" " " " in way of Bridge	6	6	48			6	6	48		
" Angle in Wells	5	5	44			5	5	44		
Thickness of Plating abreast Deck openings in way of Wells	38	4	34			38	4	34		
Thickness of Plating abreast Deck openings in way of Bridge	34	4	30			34	4	30		
Thickness of Plating within line of openings	35	34	30			35	34	30		
If Sheathed, material and thickness	None					None				
Second Deck.										
Stringer Plate, breadth and thickness in Wells		34					34			
Stringer Plate, breadth and thickness in way of Bridge	60	34				60	34			
Thickness of Plating abreast Deck openings in way of Wells	38	4	34			38	4	34		
Thickness of Plating abreast Deck openings in way of Bridge	34	4	30			34	4	30		
Thickness of Plating within line of openings	35	34	30			35	34	30		
If Sheathed, material and thickness	None					None				
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	46	40	66			46	40	66		
Plating, Sheathing, material and thickness	34	30				34	30			
Forecastle Deck.										
Stringer Plate, breadth and thickness	29	32				29	32			
Plating, Sheathing, material and thickness	26	22				26	22			

SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>Side Plating only</i>			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		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	45½	62	54	54		Double	7/8	3½	3R full L	7/8	3⅞	Lapped.	
„ Bare (if any)	—	—	—	—	—	—	—	—	—	—	—	—	
BOTTOM PLATING, No. of Strakes ^{ABC} Three. }	—	49	49	45	41 aft	Double	¾	3/16	3R full L	¾	2⅝	Lapped	
BILGE PLATING, No. of Strakes One. }	—	49	41	41		-do-	—	—	—	—	—	—	
SIDE PLATING, No. of Strakes Two. }	—	49	40	42	40 aft	-do-	—	—	3R + 2R	—	—	—	
UPPER DECK, Sheer-strake in Wells..... }	—	64	40	40		—	—	—	4R + 3R	1 7/8	4 3/4	—	
UPPER DECK, Sheer-strake in Bridge ... }	54	49	—	—		Single	¾	3/16	—	1 7/8	4 3/4	—	
STRAKE BELOW Sheer-strake in Wells..... }	—	58	40	40		Double	7/8 ¾	3½ 3/16	3R	7/8 ¾	3 1/8 25/8	—	
STRAKE BELOW Sheer-strake in Bridge ... }	—	49	—	—		-do-	¾	3/16	3R full L	¾	2⅝	—	
POOP SIDE PLATING	—	—	—	—		—	—	—	—	—	—	—	
BRIDGE SIDE PLATING ... }	—	48	—	—		Single	¾	3/16	3R full L	¾	2⅝	Lapped	
FOREC'TLE SIDE PLATING	—	—	34	—		Single	—	—	Single	—	—	—	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—						
Extending to Upper Deck (Sec. 3 c)		5				
,, Deck next below		✓				
As per Rule		5				
			STIFFENERS.			
		Plating Thickness.	VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
No. 46. Engine Room		10. 43	5 1/2 x 3 1/4	30	—	—
MIDSHIP BULKHEAD, Upper 'tween decks		10. 26	5 1/2 x 3 1/4	30	—	—
No. 69. Boiler Room		10. 43	5 1/2 x 3 1/4	30	—	—
,, Second		10. 26	5 1/2 x 3 1/4	30	—	—
No. 110. FORE HOLD		10. 44	5 1/2 x 3 1/4	28	—	—
,, Third		10. 26	5 1/2 x 3 1/4	28	—	—
,, Holds						
COLLISION		10. 44	5 1/2 x 3 1/4	24	5 8 x 3 40	At lower
,, (in Hold)		45. 40	5 1/2 x 3 1/4	24	5 8 x 3 40	in hold
AFTER PEAK		30 x 26	5 1/2 x 3 1/4	24	5 8 x 3 40	Recess 1st, 2nd DK
						W.T. Flat.

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	Rolled Steel			
STEM	Bar	4 3/4 x 2 1/4	D. Colville & Sons, Ltd.	
STERN FRAME	Forging	9 x 5 1/2		
Propeller Post				
Rudder		8 x 5 1/2	Sunderland	
RUDDER—A x D.		44 x 24 = 2005		
Speed of Vessel		11 knots		
RUDDER mainpiece at head	Forging	4"		
" heel		5 1/4"		
" how constructed	Forged with arms shrunk on			
" double or single plate	Single	96		
" 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) **Open Hearth Process**

Steel Plates:- Consett Iron Co; Bolekow, Vaughan & Co; South Durham Steel & Iron Co. Ltd.

Steel Angles:- Consett Iron Co; Bolekow, Vaughan & Co; Cargo Fleet; Pease & Partners.

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

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.)

Bulkheads & Tunnel, Hatch Side Girders & Rudder & Pumping Arrangement.

The Midship Section, & Profile & Decks as built are forwarded herewith, together with two Fozling Reports.

The s.s. "Boornia" Std Rpt No 29682 is a sister vessel.

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

1st Bower 26.3.14; M.B; 3541; 8.3.28.
2nd " 26.3.7; M.B; 3542; 8.3.28.
3rd " 23.1.0; J.L; 6838; 24.2.28.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop / ft., R.Q.D. / ft., Bridge 28.62 ft., Forecastle 28.29 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) 2 Dks (SFL).

Official No. 160411; Signal Letters

Is bottom of Vessel coated with cement No if not give

particulars of composition Cement Under Boilers.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length.		Water Capacity.	Where Fitted.	Length.		Water Capacity.
	Feet.	Tons.			Feet.	Tons.	
Double bottom, aft,	41.46	124		Fore peak tank,	15.50	43	
Double bottom, under Engines and Boilers,	—	—		After peak tank,	8.00	23	
Double bottom, if under Engines only,	22.46	68		Deep tank, aft,	—	—	
Double bottom, if under Boilers only, (Dry Tank)	18.34	—		Deep tank, forward,	—	—	
Double bottom, forward,	138.83	334		Other tanks, if fitted,	—	—	
Total capacity of double bottom			526	(If necessary, furnish further information by sketch.)			

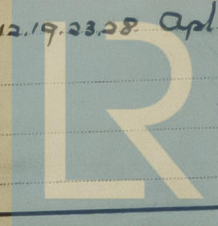
* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 5655

Date 11.10.27

Dates of Surveys held while building

1927. Oct 25 Nov. 1. 4. 14. 15. 17. 22. 29. Dec. 1. 7. 13. 16. 29. 30. 1928. Jan. 5. 10. 13. 17. 20. 27. 31. Feb. 8. 10. 15. 21. 22. 23. 24. 27. 29. Mar. 5. 12. 19. 23. 28. Apr. 3. 5. 13. 17. 19. 20



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