

STEEL STEAMER or MOTORSHIP.

Received at London Office 1 FEB 1930

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 *21st January 1930* Port of *Newcastle-on-Tyne* No. *85267*
Survey held at *South Shields* Date First Survey *12 April 1929* Last Survey *16 Jan 1930*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Single Screw Steamer "KOHISTAN" Machinery Amidships*
State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full Scantling* State Type of Erections *House*TONNAGE under Tonnage Deck... *5443.90* CLASS *+100A1* State if with freeboard as condition of Class *No*

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

Total

Gross Tonnage *5883.83*Register Tonnage *3708.42*Built at *South Shields*Launched *30th Nov 1929* Yard No. *499*Builders *John Readhead & Son Ltd*Owners *Shick Line (1923) Ltd*

Managers

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

Residence

Port of Registry *London*If surveyed while building, afloat, or in dry dock *Yes*

REGISTERED DIMENSIONS.

FEET.

Length *425.8*Breadth *55.0*Depth *28.5*Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 425.0*Breadth (greatest moulded) *B 54-9 1/2*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 31-0*1st Longitudinal Number (L x D) *= 13175*2nd Numeral L x (B + D) *= 36460*Framing Depth "d," at middle of length. See Sec. 3 (1d) *17-4 1/2*Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.70*
Do. Long Bridge to top of keel *11.03*Draught Moulded *24-8 1/8*

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.
AMES, Spacing amidships	<i>28 1/2</i>		Bracket Floors, Frame	<i>6 3/2 .38</i>	<i>NBS</i>
" " from 1/2 length to Collision bulkhead	<i>27</i>		" " Reversed Frame	<i>5 1/2 3 .38</i>	
" " in peaks	<i>24</i>		" " Vertical Struts	<i>10 3/2 3 1/2 .42</i>	
DE FRAMING.			Centre Girder, depth and thickness amidships	<i>43 1/2 .54</i>	
Frame Amidships, Angle, <i>E</i> or <i>C</i>	<i>9 3/2 .60</i>	<i>NBS</i>	" " top Angles	<i>3 1/2 3 1/2 .51</i>	
Extends up to <i>Second Deck</i>			" " bottom Angles	<i>4 4 .57</i>	
<i>Mini & Boiler Space</i>			Side Girders, No. each side and thickness	<i>One .40</i>	
Reversed Frame Amidships, Angle <i>C</i> <i>13</i>	<i>4 4 .71</i>	<i>72</i>	Margin Plate depth (excl. of flange) and thickness	<i>3 1/2 .51</i>	
Extends up to <i>Upper Deck</i>			" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	<i>3 1/2 3 1/2 .42</i>	<i>and</i>
Depth of Framing Girder	<i>9</i>		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	<i>6 6 .42</i>	<i>as</i>
Frames in Uppermost Continuous 'tween Decks, Angle, <i>E</i> or <i>C</i>	<i>7 1/2 3 1/2 .40</i>		" " Gussets, spacing and scantling abaft 1/2 len. from stem	<i>3 1/2 3 1/2 .42</i>	<i>approved</i>
" " Second 'tween Decks, Angle, <i>E</i> or <i>C</i>	<i>- -</i>		" " Gussets, spacing and scantling forward 1/2 len. from stem	<i>.40</i>	<i>Continuous</i>
" " Third " " " "	<i>- -</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>.40</i>	<i>Continuous</i>
Framing in Peaks, Angle or <i>C</i>	<i>7 1/2 3 .45</i>		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>7/8 6 1/2</i>		Breadth and thickness of Middle Line Strake	<i>8.3 .47</i>	
State if Frame Joggled	<i>Yes</i>		Thickness of remainder in Holds	<i>.42</i>	
STRENGTHENING ARRANGEMENTS (Sec. 7), state system and particulars	<i>12 3 1/2 .76</i>	<i>NBS</i>	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?	<i>Yes</i>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Three Girders each side 4-0 apart</i>		BEAMS.		
DOUBLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, <i>E</i> or <i>C</i>	<i>10 3 1/2 .46</i>	<i>NBS</i>
Floors, Depth and thickness at mid-line in Holds			" " in way of Bridge, Angle, <i>E</i> or <i>C</i>	<i>10 3 1/2 .58</i>	<i>NBS</i>
Height of Brackets at side above base line at toe of frame			Spacing	<i>28 1/2</i>	
Middle Line Keelson, on Floors, Angles, <i>E</i> or <i>C</i>			Second Deck, amidships, Angle, <i>E</i> or <i>C</i>	<i>11 3 1/2 .60</i>	<i>NBS</i>
" " Through Plate or Intercostal Plate			Spacing	<i>28 1/2</i>	
" " Foundation Plate on Floors			Third Deck, amidships, Angle, <i>E</i> or <i>C</i>	<i>- -</i>	
" " Flat Plate Keel Angles			Spacing	<i>- -</i>	
Side Keelsons, No. each side			Fourth Deck, amidships, Angle, <i>E</i> or <i>C</i>	<i>- -</i>	
" " thickness of Intercostal Plate			Spacing	<i>- -</i>	
" " Angles			Poop Deck, Angle, <i>E</i> or <i>C</i>	<i>7 1/2 3 .36</i>	
DOUBLE BOTTOM.			Spacing	<i>24 4 28 1/2</i>	
Solid Floors, thickness and spacing	<i>.47 .57 .40</i>		Bridge Deck, Angle, <i>E</i> or <i>C</i>	<i>9 3 1/2 .42</i>	<i>NBS</i>
" " Are Frame and Reversed Frame joggled?	<i>Yes</i>		Spacing	<i>28 1/2</i>	
Bracket Floors, breadth and thickness at middle line	<i>32 1/2 .45 .40</i>		Forecastle Deck, Angle, <i>E</i> or <i>C</i>	<i>8 3 .44</i>	<i>NBS</i>
" " breadth and thickness at margin plate	<i>46 .45 .40</i>		Spacing	<i>24 4 27</i>	

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>One</i>			Stringer Plate, breadth and thickness in way of Bridge	<i>66</i>	<i>36</i>	
„ in 'tween Decks, Size and Spacing.....	<i>2 3/4</i>	<i>57</i>		Thickness of Plating abreast Deck openings in way of Wells	<i>36</i>		
„ „ „ „ „	<i>40</i>	<i>3 3/4</i>	<i>57</i>	Thickness of Plating abreast Deck openings in way of Bridge	<i>32</i>		
„ in Holds „ „	<i>5 3/4</i>	<i>57</i>		Thickness of Plating within line of openings...	<i>34</i>		
„ „ „ „ „	-	-	-	If Sheathed, material and thickness	-	-	-
Centre Line Bulkhead.				Third Deck.			
Stiffeners and Spacing.....	-	-	-	Stringer Plate, breadth and thickness.....	-	-	-
Plating, thickness of	-	-	-	If Plated, state thickness.....	-	-	-
STRINGERS AND DECKS.				Fourth Deck.			
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness.....	-	-	-
Stringer Plate, breadth and thickness in Wells	<i>58</i>	<i>1.0</i>	<i>94</i>	If Plated, state thickness	-	-	-
„ „ „ „ in way of Bridge	<i>58</i>	<i>44</i>	<i>40</i>	Poop Deck.			
„ Angle in Wells	<i>6</i>	<i>6</i>	<i>88</i>	Stringer Plate, breadth and thickness	<i>36</i>	<i>36</i>	
Thickness of Plating abreast Deck openings in way of Wells	<i>.88</i>		<i>.78</i>	Plating, Sheathing, material and thickness ...	<i>.28</i>		
Thickness of Plating abreast Deck openings in way of Bridge	<i>.44</i>		<i>.36</i>	<i>Sheathed P.P.</i>	<i>5 x 3</i>		
Thickness of Plating within line of openings...	<i>.50</i>		<i>.42</i>	Bridge Deck.			
If Sheathed, material and thickness	-	-	-	Stringer Plate, breadth and thickness.....	<i>61</i>	<i>.62</i>	<i>.54</i>
Second Deck.				Plating, Sheathing, material and thickness ...	<i>54</i>		<i>.50</i>
Stringer Plate, breadth and thickness in Wells...	<i>66</i>	<i>40</i>		<i>Sheathed P.P.</i>	<i>5 x 3</i>		
				Forecastle Deck.			
				Stringer Plate, breadth and thickness.....	<i>35</i>	<i>36</i>	
				Plating, Sheathing, material and thickness ...	<i>.34</i>		
				<i>Sheathed P.P.</i>	<i>5 x 3</i>		

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. OF ROWS OF RIVETS.		RIVETS.	
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.	RIVETS.	Diam.	Spacing cr. to cr.	Diam.	Spacing cr. to cr.
	Inches.	Inches.	Inches.	Inches.							
FLAT PLATE KEEL	<i>60</i>	<i>.81</i>	<i>.71</i>	<i>.71</i>		<i>Double</i>	<i>1 4</i>	<i>Four</i>	<i>1</i>	<i>4</i>	<i>Lapped</i>
„ DBLG. (if any)											
BOTTOM PLATING, No. of Strakes	<i>70</i>	<i>.62</i>	<i>.48</i>	<i>.48</i>		<i>Double</i>	<i>7/8 3 1/2</i>	<i>Four</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Lapped</i>
BILGE PLATING, No. of Strakes	<i>48</i>	<i>.62</i>	<i>.48</i>	<i>.48</i>		<i>"</i>	<i>" "</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
SIDE PLATING, No. of Strakes	<i>65</i>	<i>.62</i>	<i>.48</i>	<i>.48</i>		<i>"</i>	<i>" "</i>	<i>Three</i>	<i>"</i>	<i>3 1/8</i>	<i>"</i>
UPPER DECK, Sheer-strake in Wells.....	<i>64</i>	<i>.94</i>	<i>.48</i>	<i>.48</i>		<i>"</i>	<i>1 4</i>	<i>Four</i>	<i>1</i>	<i>4 1/2</i>	<i>"</i>
UPPER DECK, Sheer-strake in Bridge ...	<i>64</i>	<i>.62</i>	<i>.48</i>	<i>.48</i>		<i>"</i>	<i>7/8 3 1/2</i>	<i>Three</i>	<i>7/8</i>	<i>3 1/2</i>	<i>"</i>
STRAKE BELOW Sheer-strake in Wells.....	<i>65</i>	<i>.78</i>	<i>.48</i>	<i>.48</i>		<i>"</i>	<i>" "</i>	<i>Four</i>	<i>1</i>	<i>4</i>	<i>"</i>
STRAKE BELOW Sheer-strake in Bridge ...	<i>65</i>	<i>.62</i>	<i>.48</i>	<i>.48</i>		<i>"</i>	<i>7/8 3 1/2</i>	<i>Three</i>	<i>7/8</i>	<i>3 1/2</i>	<i>"</i>
POOP SIDE PLATING				<i>.38</i>		<i>Single</i>	<i>3/4 3</i>	<i>One</i>	<i>3/4</i>	<i>2 5/8</i>	<i>"</i>
BRIDGE SIDE PLATING ...	<i>87 1/2</i>	<i>.60</i>				<i>Double</i>	<i>7/8 3 1/2</i>	<i>Four</i>	<i>7/8</i>	<i>3 1/2</i>	<i>"</i>
FORECASTLE SIDE PLATING			<i>.42</i>			<i>Single</i>	<i>3/4 3</i>	<i>One</i>	<i>3/4</i>	<i>2 5/8</i>	<i>"</i>

WATERTIGHT BULKHEADS.

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

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks	<i>.26</i>	<i>28</i>	<i>5 x 14</i>	<i>30</i>	
„ „ Second „	-	-	-	-	
„ „ Third „	-	-	-	-	
„ „ Holds	<i>.30</i>	<i>10 x 3 1/2</i>	<i>50</i>	<i>30</i>	
COLLISION „ (in Hold)	<i>.30</i>	<i>24</i>	<i>8 x 40</i>	<i>24</i>	<i>One Bar Beam</i>
AFTER PEAK „	<i>.30</i>	<i>24</i>	<i>8 x 42</i>	<i>24</i>	<i>17 Hat</i>

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	-	-	-	-
STEM	<i>Forging</i>	<i>9 3/4 x 2 5/8</i>	<i>Lanarkshire</i>	
STERN FRAME { Propeller Post	<i>"</i>	<i>10 1/2 x 8 1/8</i>	<i>Willon</i>	
{ Rudder „	<i>"</i>	<i>9 x 8 1/8</i>		
RUDDER—A x D.....	<i>5 1/4</i>	<i>"</i>		
Speed of Vessel.....	<i>12 knots</i>			
RUDDER mainpiece at head ...		<i>10 3/4</i>	<i>Willon</i>	
„ „ heel ...		<i>8 1/8</i>		
„ how constructed	<i>Built</i>			
„ double or single plate	<i>Single</i>			
„ coupling, vertical or horizontal.....	<i>Horizontal</i>			

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
	<i>Cassell, Crompton, Dorman Long, South Durham, Tyneside</i>
	Has the Steel been tested as required by the Rules? <i>Yes</i>

EQUIPMENT No. 38028											LETTER at	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.				
32541	1st Bower ...	68	2	0	-	-	-	52	18	3	0	68	Stocklin	Re Byers	Std 31/10/29 Butler
32543	2nd „ ...	67	2	14	-	-	-	52	10	0	0	68	“	“	“ “ “
32486	3rd „ ...	58	3	21	-	-	-	47	15	0	0	58 1/2	“	“	“ 16/10/29 “
	Collective weight	195	0	7								194 1/2			
62880	Stream	19	0	0	4	3	25	19	17	2	0	19	Ham Stock?	Knudsen & Co	Std 5/11/29 Sydvald

CHAIN CABLES.										HAWERS 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.		
	Fathoms.	Ins.	Stations.	Break-ing.	Supplied.	Per Rule.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
65068	270 1/2	2 1/2	96-5	13415	726-1-9	720 3/4		270	2 1/2	Black Knudsen & Co	Std 29/10/29 Sydvald		TOWLINE ...	120	5 1/4	65	120	5 1/4	
													HAWERS & WARPS	2-90	8		2-90	8	
													"	2-90	7		2-90	7	
													"	4-90	3	18			
Stream } Steel Wire	90	5		59				90	5	Califurn by Hardt & Apple									

Steering Gear, Steam-	Caldwell 11+10	Steering Gear, Hand	Net
2	27-0+8-3+3-5		
Boats	2 26-0+8-0+3-3	Steering Chains, Size and Test	1 9/16 29-5-0-0
			Windlass
Ceiling in Holds, thickness and material	2 1/2" W x 2" Battens	Cargo Battens, thickness, material and spacing	2" W x 9"
Cargo Hatchways.-(Upper Deck)	Steel plates & angles	Thickness of Hatches	3"
Size of No. 1 Hatchway (Forward)	29-3+22	No. 2	15-7 1/2+22
		No. 3	26-1 1/2+22
		No. 4	11-10 1/2+22
		No. 5	26-1 1/2+22
		No. 6	33-3+22
Number of Shifting Beams and/or Fore and Afters	Port 4 No 2-5 No 3-4 No 4-1	No 5-6 No 6	

FOR JOHN READHEAD & SONS, LTD.

Builder's Signature *J. Mott. Readhead*

GENERAL DECLARATION This vessel has been built in accordance with the approved plan, the Committee's instructions & the Port of Registry Rules. The workmanship & materials are good & to my satisfaction. All double bottom tanks, peaks, & deep tank have been tested under pressure to rule requirements. All bulkhead (17) weather decks & tunnel have been hose tested. The assigned freeboards have been marked on the vessel sides, unfrigid test in. The approved plan & fittings reports are attached. The vessel is fitted out for carrying oil fuel in the double bottom tanks (except under engine) All the requirements of the Rules regarding the carrying of oil fuel have been complied with. S. L. R. Arabistan Np 1 Np 4 56 & Engistan Np 1 Np 4 96/8

The amount of Entry Fee £ 9 : 0 : 0 Fees applied for, 31 JAN 1930

Special Survey Fee. ... £ 347 : 2 : 0 Received by me, 10/2/30

Freeboard 9 : 3 : 4 Travelling Expenses, if any £

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

State whether the Vessel has been built under Special Survey *Yes* Signature *H. J. Ireland*

Certificate to be sent to *Newcastle-on-Tyne* Date of issue *11/2/30* Surveyor to Lloyd's Register of Shipping.

Committee's Minute *FRI. 7 FEB 1930*

Character assigned *+100 A1*

Write Note. Lloyd's arcp, + Lurb. 1.30 32, Cf. Filled for oil fuel 1.30 32, above 150° F. Elec. Lt.

Mh

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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.)

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

1st Bower 40-0-12 KH 7026 15-10-29
2nd " 39-2-26 KH 7009 15-10-29
3rd " 34-1-27 HB 7003 27-9-29

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 37.8 ft., R.Q.D. ☒ ft., Bridg 130.6 ft., Forecastle 47.3 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 Steel

Official No. 161353 ; Signal Letters ✓ Is bottom of Vessel coated with cement in 3 Rooms if not give particulars of composition White elsewhere

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length.		Where Fitted.	Length.	
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	142-6	440	Fore peak tank,	21-6	107
Double bottom, under Engines and Boilers,	-	-	After peak tank,	12-0	38
Double bottom, if under Engines only,	23-9	106	Deep tank, aft,	38-0	903
Double bottom, if under Boilers only,	-	-	Deep tank, forward,		
Double bottom, forward,	179-7½	691	Other tanks, if fitted,		
	Total capacity of double bottom	1237½	(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. 5340
Date 18.5.29.
Dates of Surveys held while building { 1929 Apr. 12. 17. 24 May 1. 8. 16. 23 June 14. 21 July 2. 16. 18. 30 Aug. 2. 12. 15. 19. 30 Sep. 4. 20. 24
1930 Oct. 2. 8. 10. 11. 15. 21. 29 Nov. 4. 7. 8. 13. 20. 25 Dec. 9. 10. 16. 20. 27 Jan. 10. 14. 15. 16
Total No. of Visits 44