

Rpt. 1.

STEEL STEAMER or MOTORSHIP.

Received at London Office

4826

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 *29<sup>th</sup> October 1930* Port of *DUBLIN* No. *71*  
Survey held at *DUBLIN* Date First Survey *26<sup>th</sup> November/29* Last Survey *21<sup>st</sup> October 1930*

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *STEEL TWIN SC "SLIGO"*

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *POOP, BAIER + FORECASTLE* State Type of Erections

TONNAGE under Tonnage Deck... *757.22* CLASS *+100A1* State if with freeboard as condition of Class *Yes* Built at *DUBLIN*  
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 220.0* Launched *29<sup>th</sup> July/30* Yard No. *146*  
Total Breadth (greatest moulded) *B 35.0* Builders *Dublin Dockyard &*  
Gross Tonnage *890.65* Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 16.25* Owners *Sligo Steam Navigation Co.*  
Register Tonnage *541.88* 1st Longitudinal Number (L x D) *= 3575* Managers *Union A. Sligo*  
2nd Numeral L x (B + D) *= 11275* (Where necessary to be entered in Reg. Book.)  
Framing Depth "d," at middle of length. See Sec. 3 (1d) *6.17 in Holds* Residence *Union A. Sligo*  
Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.6 in ENGINE ROOM* Port of Registry *SLIGO*  
Do. Long Bridge to top of keel *9.28* If surveyed while building, afloat, or in dry dock *BUILDING.*  
Draught Moulded *14'-6"*

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.
Spacing amidships	24			Bracket Floors, Frame	5	3	34
" from $\frac{3}{8}$ length to Collision bulkhead	24			" " Reversed Frame	5	3	34
" in peaks	24			" " Vertical Struts	5	3	34
AMIDSHIPS.	5 3 42	IN ENGINE ROOM		Centre Girder, depth and thickness amidships	32	40	
Amidships, $\frac{1}{2}$ or $\frac{3}{4}$	5 3 38	IN HOLDS		" " top Angles <i>DOUBLE</i>	3	3	38
" Extends up to <i>BRIDGE DECK ALTERNATIVELY</i>	5 3 44	IN B' ROOM & BUNKER		" " bottom Angles			
ed Frame Amidships, Angle	5 3 44	5" x 3" x 44		Side Girders, No. each side and thickness	ONE	30	ADDITIONAL SIDE GIRDERS UNDER ENGINES
" Extends up to <i>TURN OF BILGE IN BOILER ROOM</i>				Margin Plate depth (excl. of flange) and thickness	21	37	
of Framing Girder				" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	3	3	30
s in Uppermost Continuous 'tween Decks, Angle, [ or [				" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem	3	3	30
" Second 'tween Decks, Angle, [ or [				" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem			
" Third " " " "				" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem			
ng in Peaks, Angle	6	3	38	Tank Side Brackets, height above base line at toe of Frame and thickness	40	33	
ter and Spacing of Rivets through Frame and Shell Plating amidships	$\frac{3}{4}$ x $5\frac{1}{4}$			INNER BOTTOM PLATING.			
if Frame Joggled	Joggled			Breadth and thickness of Middle Line Strake	54	35-32	
ARRANGEMENTS (Sec. 7), state system and particulars	<i>TANK SIDE BRACKETS CARRIED UP TO WITHIN 6" OF 2<sup>nd</sup> DECK. FRAME RIVETS THROUGH SHELL. 2200RS CLOSED UP TO 5 1/2 DIA.</i>			Thickness of remainder in Holds		35-31	
STRENGTHENING OF BOTTOM FOR RD. State Particulars	<i>A.B.C. STAYS MIDSHIP THICKNESS TO AVOID COLLISION BULKHEAD BOTTOM FRAMES DOUBLED FORWARD OF 3<sup>rd</sup> L. ADDITIONAL INTERCOSTALS FORWARD</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?	YES		
BOTTOM. BETWEEN FRAMES 46 TO 56	21	45		BEAMS. UPPER DECK			
s, Depth and thickness at mid-line in Holds	40	45		Uppermost Continuous Deck, amidships	6	3	38
Height of Brackets at side above base line at toe of frame	4	3 1/2	34	" " in Way, Angle, [ or [	24		
le Line Keelson, on Floors, Angles,	4	3 1/2	34	" " in way of Bridge, Angle, [ or [	7	3	30
" " Through Plate			52	Spacing	48		
" " Foundation Plate on Floors	12		52	" " Second Deck, amidships, Angle, [ or [	6	3	30
" " Flat Plate Keel Angles				Spacing	24		
Keelsons, No. each side	Two			Lower			
" thickness of Intercoastal Plate			44	Third Deck, amidships, Angle, [ or [	6	3	46
" Angles	5	3	46	Spacing	24		
LE BOTTOM.				Fourth Deck, amidships, Angle, [ or [	9	3 1/2	36
Solid Floors, thickness and spacing	31 x 72			Spacing	48		
" " Are Frame and Reversed Frame joggled?	Joggled			" " Fifth Deck, amidships, Angle, [ or [	7	3	42
Bracket Floors, breadth and thickness at middle line	30	31		Spacing	48		
" " breadth and thickness at margin plate	24	31		Forecastle Deck, amidships, Angle, [ or [	7	3	42
				Spacing	48		



## 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 .....	<i>41</i>	<i>34</i>	
„ in 'tween Decks, Size and Spacing.....	<i>2 1/2</i>	<i>48</i>		Thickness of Plating abreast Deck openings <del>in way of Wells</del> .....		<i>30</i>	
„ „ „ „ „	<i>2 1/2</i>	<i>48</i>		Thickness of Plating abreast Deck openings in way of Bridge <i>FORWARD TIES</i> .....	<i>12</i>	<i>34</i>	
„ in Hold „ „	<i>3 1/2</i>	<i>48</i>		Thickness of Plating within line of openings...			
„ „ „ „ „				If Sheathed, material and thickness .....	<i>PP</i>	<i>5 x 3 1/2</i>	<i>FORWARD</i>
<b>Centre Line Bulkhead.</b>				<b>Third Deck.</b>			
Stiffeners and Spacing.....				Stringer Plate, breadth and thickness.....			
Plating, thickness of .....				If Plated, state thickness.....			
<b>STRINGERS AND DECKS.</b>				<b>Fourth Deck.</b>			
<b>Uppermost Continuous Deck.</b>				Stringer Plate, breadth and thickness.....			
Stringer Plate, breadth and thickness in Wells	<i>44</i>	<i>48</i>	<i>34</i>	If Plated, state thickness .....			
„ „ „ „ in way of Bridge	<i>44</i>	<i>34</i>	<i>42 IN WAY OF BOILER ROOM.</i>	<b>Poop Deck.</b>			
„ Angle in Wells .....	<i>3 1/2</i>	<i>3 1/2</i>	<i>34</i>	Stringer Plate, breadth and thickness .....	<i>20</i>	<i>28</i>	
Thickness of Plating abreast Deck openings in way of Wells .....			<i>33</i>	<i>TIES 7" x 28</i> Plating, Sheathing, material and thickness .....	<i>PP</i>	<i>5 x 3</i>	
Thickness of Plating abreast Deck openings in way of Bridge .....			<i>34</i>	<b>Bridge Deck.</b>			
Thickness of Plating within line of openings...		<i>34</i>	<i>30</i>	Stringer Plate, breadth and thickness.....	<i>42</i>	<i>38</i>	
If Sheathed, material and thickness <i>DEK FELD</i>		<i>1 1/4</i>		<i>TIES 12" x 28</i> Plating, Sheathing, material and thickness .....	<i>26</i>	<i>PP 5 x 3</i>	
<b>Second Deck.</b>				<b>Forecastle Deck.</b>			
Stringer Plate, breadth and thickness in Wells...				Stringer Plate, breadth and thickness.....	<i>20</i>	<i>30</i>	
				<i>TIES 7" x 30</i> Plating, Sheathing, material and thickness .....	<i>PP</i>	<i>5 x 3</i>	

## SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged?			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth. Inches.	Thickness. Inches.	Thickness. Inches.	Thickness. Inches.			Diam.	Spacing or. to cr.		Diam.	Spacing or. to cr.	
FLAT PLATE KEEL .....												
GABBOARD " (Bble. if any)		45	40	40		DOUBLE	3/4	3	3	3/4	2 5/8	LAPPED
BOTTOM PLATING, No. of Strakes .....		42	37	42		"	"	"	3	3/4	2 5/8	"
BILGE PLATING, No. of Strakes .....		42	42	42		"	"	"	3	3/4	2 5/8	"
SIDE PLATING, No. of Strakes .....		42	37	37		SINGLE	"	"	2	3/4	2 5/8	"
UPPER DECK, Sheer-strake in Wells.....	45	54	37	37	INCREASED AT BARRIS AS PER APP PLAN	DOUBLE	7/8	3 3/4	3	7/8	3 1/2	"
UPPER DECK, Sheer-strake in Bridge ...		42				SINGLE	3/4	3	2	3/4	2 5/8	"
STRAKE BELOW Sheer-strake in Wells.....		48				"	"	"	3	3/4	2 5/8	"
STRAKE BELOW Sheer-strake in Bridge ...		42				"	"	"	2	3/4	2 5/8	"
POOP SIDE PLATING .....				29		"	5/8	2 1/2	2	5/8	2 1/4	"
BRIDGE SIDE PLATING ...		50				"	3/4	3	3	3/4	2 5/8	"
FORE'TLE SIDE PLATING			31			"	5/8	2 1/2	2	5/8	2 1/4	"

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— *For A*

Extending to Upper Deck (Sec. 3 c) *4*

„ Deck next below *201-22*

As per Rule *7*

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar</b> .....	ROLLING BAR	4" $\frac{1}{2}$ x 2"	DAVID COLVILLE & SONS	
<b>STEM</b> .....	- D <sup>o</sup> -	4" x 1 $\frac{1}{2}$ "	- D <sup>o</sup> -	
<b>STERN FRAME</b> {	Propeller Post .....			
	Rudder " .....	FOREING 6 $\frac{3}{4}$ x 2 $\frac{1}{8}$	CALEDONIAN FOREE	
<b>RUDDER—A x D</b> .....	4 x 9			
<b>Speed of Vessel</b> .....	15 KTS			
<b>RUDDER</b> mainpiece at head ...	FOREING	6 $\frac{3}{8}$ "	CALEDONIAN FOREE	
" " heel ...		4 $\frac{3}{4}$ "		
" " how constructed .....	SINGLE PLATE, KEYED RAMS			
" " <del>double</del> single plate		94		
" " coupling, vertical or horizontal .....	HORIZONTAL			

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) SIEMENS-MARTIN, OPEN  
HEARTH Gorman Lenz & Co. Baltimore Md. The Lanarkshire Steel Co. David  
Belville & Lenz, Carruth Iron Co. Pearse & Partners The Steel Co. of Scotland,  
Ballach Iron & Steel Co.  
 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.)

replaced, rivetted & caulked. Bridge deck and upper deck to be  
C to be hose tested before DECK is laid. Lower section of engine-  
room bulkhead and watertight door to be hose tested. Steering  
gear and windlass to be tested under working conditions.  
Bilge and ballast pumping arrangements to be tested throughout  
Nos 3 & 4 D.B. tanks to be water tested in way of fasteners &  
main and auxiliary machinery. The Glasgow  
Surveyors have been advised.

The following approved plans (shown in number) together  
with five boring reports are forwarded herewith for reference:-  
List of Plans. M.S. Stern Frame & Rudder, Profile & Decks,  
Spectacle Frame, Bon Framing, Mast,  
Hatch plan, Battle door openings, Pumping plan,  
Quadrant & Tiller, Gangway doors.

List of Loading Reports. Shaft-brackets, Stern Frame,  
Rudder Frame, Quadrant, Tiller.

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

1st Bower	16-2-26	INCLUDING BLOCK, M.A.B.	Nº 4594	18-2-30
2nd "	16-2-15	"	M.A.B. Nº 4593	18-2-30
3rd "	15-0-21	"	M.A.B. Nº 4591.	18-2-30

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 34.5 ft., R.Q.D. — ft., Bridge 96 ft., Forecastle 31.8 ft.  
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. No

No. and Material of Decks (this information is to be given as it should appear in the Register Book) Two. ONE DECK STEEL, 2" 0' 0" 0"

Official No. 152236; Signal Letters

particulars of composition Is bottom of Vessel coated with cement Yes, if not give

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, Nº 4	24	18.42	Fore peak tank, FRESH WATER	17	26.60
Double bottom, under Engines and Boilers,	—	—	After peak tank,	22	43.28
Double bottom, if under Engines only, Nº 3 FEED WATER TANK	24	30.90	Deep tank, aft,	"	"
Double bottom, if under Boilers only,	—	—	Deep tank, forward,	"	"
Double bottom, forward, Nº 5 / 12	88	93.83	Other tanks, if fitted,	"	"
		Total capacity of double bottom 143.15	(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.

Date

22 October /29

Dates of Surveys  
held while building

1st survey held 26th November 1929 and subsequent  
surveys held in vessel at a average of three times  
a week to completion date.

Has the Steel been tested as required by the Rules?