

## STEEL STEAMER or MOTORSHIP.

Received at London Office

22 JAN 1932

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

16<sup>th</sup> January 1932

Port of

Barrow.

No.

2433

Survey held at

Barrow.

Date First Survey

28<sup>th</sup> February 1930

Last Survey

14<sup>th</sup> January

1932

On the

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

Steel Twin Screw Steamer "STRATHAIRD"

State Type

(Full scantling, Complete Superstructure  
with or without Tonnage Opening)

Complete Superstructure

State Type of Erections

Bridge &amp; Forecastle

on Upper Bridge

TONNAGE under  
Tonnage Deck...

12675.26

CLASS

100A1

(State if with freeboard  
as condition of Class)

Yes.

Built at

Barrow.

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

Total

12675.26

Gross Tonnage

22543.54

Register Tonnage

13620.87

Length from fore part of stem to after part of stern  
post on summer L.W.L. See Sec. 3 (1a)

L

630

Breadth (greatest moulded)

B

80

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

D

46.5 to E Dk

D

37.5 to F Dk

D

44.0

1st Longitudinal Number (L x D)

=

27720

2nd Numeral L x (B + D)

=

78120

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

G d.k. = 24.94

H " for 15.47 x 16.87

H " for 17.47 x 16.60

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

E d.k. = 13.55

D " = 11.51

C " = 10.50

Draught Moulded

29.0

Launched

18 July 1931

Yard No.

664

Builders

Vickers Armstrong &amp; Co.

Owners

Peninsular &amp; Oriental Steam Nav. Co.

Managers

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

Residence

Port of Registry

London.

If surveyed while building, afloat, or in dry dock

While Building, afloat &amp; 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.
<b>FRAMES, Spacing amidships</b>	33		<b>Bracket Floors, Frame</b>	4	3 1/2 50
" " from 1/2 length to Collision bulkhead	24		" " Reversed Frame	4	3 1/2 42
" " in peaks	24		" " Vertical Struts	-	-
<i>All sections New British Standard</i>					
<b>FRAME FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>	52 1/2	170 56
<b>Frame Amidships, Angle, E or F</b>	10 3 1/2 40		" " Duct Keel frames 144/178 2@	"	58
" " Extends up to	F deck		" " top Angles	4	4 69
<b>Reversed Frame Amidships, Angle</b>	4 x 3 1/2 x 40 Fore Holds		" " bottom Angles	5	5 75
" " Extends up to	6 x 3 1/2 x 40 Eng Rm & N°4 Hold		<b>Side Girders, No. each side and thickness</b>	Three	49
" " "	Every 4 1/2 to 6 d.k. forward		" " (N°2 Continuous)		
<b>Depth of Framing Girder</b>	10 forward 12 Eng Rm & N°4 Hold		<b>Margin Plate depth (excl. of flange) and thickness</b>	level 68	except
<b>Frames in Uppermost Continuous 'tween Decks, Angle, E or F</b>	10 3 1/2 40		" " Vertical Angle to Tank side	in Eng Rm. 48	168
" " Second 'tween Decks, Angle, E or F	10 3 1/2 40		" " Bracket abaft 1/2 len. from stem	6 6 54	22-7/8 Rts (16-7/8 Rts in Eng Rm.)
" " Third " " "	10 3 1/2 40		" " Vertical Angle to Tank side	6 6 54	
" " "	10 3 1/2 40		" " Bracket forward 1/2 len. from stem	29-7/8 Rts	
<b>Framing in Peaks, Angle or F</b>	10 3 1/2 40		" " Gussets, spacing and scantling abaft 1/2 len. from stem	in Eng Room	
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships</b>	1" @ 6"		" " forward 1/2 len. from stem	Every 8-7/8 Rts	
<b>State if Frame Joggled</b>	Yes.		<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	96 1/2 x 54	
<b>FRAMING ARRANGEMENTS (Sec. 7), state</b>	3 Stringers 16 x 50	Forward Hold below H deck	<b>INNER BOTTOM PLATING.</b>		
" " Deep frame system and particulars	8 x 4 x 54 face L		Breadth and thickness of Middle Line Strake	65 1/2 x 66 1/2	56
" " 10 x 3 1/2 x 48 12" Girder	36 x 40 plate Stringers in Peak		Thickness of remainder in Holds	55 1/2	52
<b>STRENGTHENING OF BOTTOM FOR- WARD. State Particulars</b>	2 additional 1/2 Height Girders		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?	Increased under Hatches	Yes.
" " Bottom plating & Riveting as per Rule.	Frames Single 6 x 6 x 54		<b>BEAMS.</b>		
<b>DOUBLE BOTTOM.</b>			<b>E Uppermost Continuous Deck, amidships</b>	8 x 3 1/2 x 3 1/2	34 52
Floors, Depth and thickness at mid-line in Holds			" " in way of Bridge, Angle, E or F		do
Height of Brackets at side above base line at toe of frame			" " Spacing		33
<b>Middle Line Keelson, on Floors, Angles, [ or F ]</b>			<b>F Second Deck, amidships, Angle, E or F</b>	8 x 3 x 3	34 44
" " Through Plate or Intercostal Plate			" " Spacing		33
" " Foundation Plate on Floors			<b>G Third Deck, amidships, Angle, E or F</b>	8 x 3 x 3	34 44
" " Flat Plate Keel Angles			" " Spacing		33
<b>Side Keelsons, No. each side</b>			<b>H Fourth Deck, amidships, Angle, E or F</b>	8 x 3 x 3	34 44
" " thickness of Intercostal Plate			" " Spacing		33
" " Angles			<b>D Poop Deck, Angle, E or F</b>	8 x 3 1/2 x 3 1/2	34 52
<b>DOUBLE BOTTOM.</b>			" " Spacing		33
Solid Floors, thickness and spacing	49 Alternating frames		<b>C Bridge Deck, Angle, E or F</b>	8 x 3 1/2 x 3 1/2	34 52
" " Are Frame and Reversed Frame joggled?	Yes.		" " Spacing		33
<b>Bracket Floors, breadth and thickness at middle line</b>	3-4 x 49		<b>Forecastle Deck, Angle, E or F</b>	8 x 3 1/2 x 44	
" " breadth and thickness at margin plate	9-6 x 49 & to maintain maximum frame span of 5'0"		" " Spacing	27 x 24	

27700-019200-65200-0022/12



PILLARS AND DECKS.
PILLARS, No. of Rows..... Four
in 'tween Decks, Size and Spacing..... Widely spaced solid round pillars as approved
in Holds..... Widely spaced
Centre Line Bulkhead.
Stiffeners and Spacing.....
Plating, thickness of.....
STRINGERS AND DECKS. See approved deck plans.
Uppermost Continuous Deck.
Stringer Plate, breadth and thickness in Wells..... 5 1/2 x 118 (6 x 118 x 50 Ends)
in way of Bridge..... 5 1/2 x 118 (6 x 118 x 50 Ends)
Angle in Wells..... 7 1/2 x 10 - 6 x 6 x 90/70
Thickness of Plating abreast Deck openings in way of Wells..... 1/4
Thickness of Plating abreast Deck openings in way of Bridge..... 1/4
Thickness of Plating within line of openings..... 1/4
If Sheathed, material and thickness..... 3/8 x 1/2 x 1/4
Second Deck.
Stringer Plate, breadth and thickness in Wells..... 5 1/2 x 54
1/2 x 40 x 40

SHELL PLATING.
SCANTLINGS.
RIVETING.
WATERTIGHT BULKHEADS.
FORGINGS and CASTINGS.
STIFFENERS.
MIDSHIP BULKHEAD, Upper 'tween decks..... 26 4 1/2 x 3 1/4 L 30
Second..... 28 3 1/2 x 3 1/2 L 30
Third..... 49 3 1/2 x 3 1/2 L 30
Holds..... 49 3 1/2 x 3 1/2 L 30
COLLISION (in Hold)..... 56 3 1/2 x 4 1/2 L 24
AFTER PEAK..... 50 3 1/2 x 4 1/2 L 24
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 Company of Scotland, Dorman Long, Pease & Partners David Colville
Has the Steel been tested as required by the Rules?..... Yes.

EQUIPMENT No. 86469 LETTER 11 ANCHORS.
Number of Certificate..... 92314
Anchors..... 1st Bower 142 2 10 3 1/2 18 3 1/2
2nd..... 142 2 7 1 1/2 18 3 1/2
3rd..... 121 1 1 1 1/2 18 3 1/2
Collective weight..... 406 0 14
Stream..... 56 0 14
CHAIN CABLES.
HAWSEERS AND WARPS.
Steering Gear, Brown Bros. Electric Hydraulic 4 Rams 2 Motors Steering Gear, Hand Telemotor & Local Hand Control.
Boats..... 12-00-0 x 10-0 x 4-1/2 Lifeboats
2 20-0 x 4-0 x 3-0 Steering Chains, Size and Test.....
Ceiling in Holds, thickness and material..... None. Cargo Battsens, thickness, material and spacing..... 6 x 2 W.P. 9' apart
Cargo Hatchways..... (Upper Deck) Steel. Coamings Thickness of Hatches..... 3/4 Steel 9 3" Wood
Size of No. 1 Hatchway (Forward) 13-6 x 16-0 No. 2 19-6 x 16-0 No. 3 19-3 x 16-0 No. 4 12-9 x 16-0 No. 5 13-9 x 16-0 No. 6 13-9 x 16-0
Number of Shifting Beams and/or Fore and Afters..... No. 1, 2 & 3 Hatches - 4 fore & aft beams I, No. 4, 5 & 6 1 Transverse Shifting beam.
FOR VICKERS-ARMSTRONGS LIMITED.
Builder's Signature..... J. M. Amster. DIRECTOR.
GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel..... Yes. (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo..... No.
The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.
The vessel has been built under special survey in accordance with the approved plans, Secretary's letters and the Society's Rules; the materials and workmanship are good and to my satisfaction.
The fore and after Peak tanks, double bottom tanks, cofferdams, oil fuel bunkers, deep tanks, Decks and waterways, Watertight bulkheads, watertight doors, hand pumps, winchlass and steering gear have been tested in accordance with the Rule requirements and found satisfactory. The vessel is fitted for the carriage and burning of oil fuel F.P. above 150°F; the following compartments being to Rule requirements for that purpose:- Oil fuel bunkers alongside and double bottom tanks under Boiler Room & Refrigerating Machinery Room. The following spaces are insulated for the carriage of frozen cargoes but the decks are not strengthened for hung meat:- No. 2 & 3 Holds to 6 deck. The foreboard, assigned by the Board of Trade has been cut in on the vessel's sides and verified. The Welton-Machoban davits have been efficiently fitted on board and satisfactorily tested.
This vessel is a Sister Vessel to V.S.S. "Strathmore" (Barrow Rpt No 24114)
The amount of Entry Fee..... £ 12 : - : - Fees applied for, 25 Jan 1932
Special Survey Fee..... £ 606 : 16 : - Received by me, 22.1.1932
I am of opinion the Vessel should be Classed..... 100 A1. with freeboard
Travelling Expenses, if any £ : : -
State whether the Vessel has been built under Special Survey..... Yes. Signature..... J. Hodgson.
Surveyor to Lloyd's Register of Shipping.
Committee's Minute/..... TUE. 26 JAN 1932
Character assigned..... + 100A1. with fld.
+ L. No. 1.32
Fitted for oil fuel 1.32 F.P. above 150°F
4 W.T.B. 425 lb.
2 Aux. W.T.B.
© 2020 Lloyd's Register Foundation



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.)

*Midship Section as built and Laying Reports*

*Approved plans enumerated on Barrow Report 2414 on Sister Vessel T.S.S. Strathnaver and forwarded with same.*

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

1st Bower	<i>Wt 96-3-14</i>	<i>Ingot Steel Head</i>
2nd "	<i>" 99-0-21</i>	<i>do</i>
3rd "	<i>84-3-0</i>	<i>do</i>

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *✓* ft., R.Q.D. *✓* ft., Bridge *347* ft., Forecastle *44.7* ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *Upper Bridge 304'*

No. and Material of Decks (this information is to be given as it should appear in the Register Book) *3 Dks (Stl-weather dk.w.s.) 4<sup>th</sup> Dk (Stl) in holds*

Official No. *162670* ; Signal Letters *LHKV*

Is bottom of Vessel coated with cement *part cement if not give*

particulars of composition

*Duct Keel forward of Machinery Space.*

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length.		Water Capacity.	Where Fitted.	Length.		Water Capacity.
	Feet.	Tons.			Feet.	Tons.	
Double bottom, aft,	<i>118.25</i>	<i>451</i>		Fore peak tank,		<i>115</i>	
Double bottom, under Engines and Boilers,	<i>154.00</i>	<i>1110</i>		After peak tank,		<i>198</i>	
Double bottom, if under Engines only,				Deep tank, aft, <i>abaft Eng Room.</i>		<i>818</i>	
Double bottom, if under Boilers only,				Deep tank, <i>forward in Tunnel.</i>		<i>132</i>	
Double bottom, forward,	<i>234.75</i>	<i>1011</i>		Other tanks, if fitted, <i>D.T.s. abreast 9 forward of Boiler Room</i>		<i>1980</i>	
	Total capacity of double bottom	<i>2572</i>		(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. *664*

Date *23rd January 1930*

Dates of Surveys held while building

*1930 ~ Dec 28. Mar. 7. 11. 14. 24. 27. 28. Apr 3. 11. 23. 28. May 1. 5. 15. 22. June 16. 24. 25. 26. July 2. 8. 11. 15. 31. Aug 15. 27. 28. Sept. 2. 5. 7. 8. 15. 16. 18. 25. Oct 1. 3. 7. 10. 16. 21. 30. Nov 6. 10. 13. 14. 19. 20. 21. 24. 25. 26. 27. 28. Dec 1. 2. 4. 5. 8. 10. 12. 15. 16. 17. 18. 19. 21. 23. 24. 30. 31. 1931 ~ Jan 2. 6. 9. 12. 13. 14. 15. 16. 19. 22. 23. 26. 27. 28. 30. Feb 4. 5. 6. 17. 19. 24. 25. 27. Mar. 4. 5. 6. 10. 12. 14. 17. 18. 19. 20. 23. 24. 25. 27. 31. Apr 1. 19. 10. 17. 21. 22. 23. 27. 29. 30. May 1. 6. 8. 11. 12. 18. 19. 20. 26. 28. June 4. 9. 10. 17. 21. 22. 23. 27. 29. 30. July 1. 14. 16. 17. 22. 27. 29. 31. Aug 3. 19. 31. Sept 1. 3. 4. 7. 9. 10. 11. 14. 15. 17. 21. 23. 24. 25. 29. 30. Oct 2. 5. 7. 9. 15. 16. 19. 20. 22. 26. 30. Nov 6. 11. 19. Dec 5. 15. 21. 1932 ~ Jan 6. 7. 8. 9. 10. 11. 12. 13. 14.*

Lloyd's Register Foundation