

## STEEL STEAMER OR MOTORSHIP.

Received at London Office 9 MAY 1928

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

8<sup>th</sup> May 1928.

Port of

Sunderland

No. 29727

Survey held at

Sunderland

Date First Survey

12<sup>th</sup> August 1927.

Last Survey

1<sup>st</sup> May 1928

On the

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

Single Screw Steamer

CEDARTREE.

State Type

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

Full Scantling.

State Type of Erections

Rimed Quanta Deck &amp; Forecastle

TONNAGE under Tonnage Deck...

1154.29

CLASS  $\times 100A1$ .

State if with freeboard as condition of Class

FEET.

Built at

Sunderland

Launched

4<sup>th</sup> April 1928 Yard No. 180

Builders

John Brown &amp; Sons Ltd.

Owners

True Steamship Co. Ltd.

Managers

Howard Jones Ltd.

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

Residence

Imperial Buildings, Mount Street Square, Cardiff.

Port of Registry

London

If surveyed while building, afloat, or in dry dock

Building &amp; Afloat.

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

Total

1154.29

Gross Tonnage

1557.01

Register Tonnage

823.97

REGISTERED DIMENSIONS. FEET.

Length

245.00

Breadth

36.60

Depth

16.00

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

L 244.75

Breadth (greatest moulded)

B 36.41

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

D 18.08

1st Longitudinal Number (L x D) = 4425

2nd Numeral L x (B + D) = 13336

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

R.Q.D. = 19.25

Proportions—Depth to Length—Uppermost continuous deck to top of keel

R.Q.D. = 11.12

Do. Long Bridge to top of keel

Draught Moulded

16' 7"

## 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	5 1/2 x 3 x 38	BS.
" " from 1/2 length to Collision bulkhead	27		" " Reversed Frame	5 x 3 x 38	BS.
" " in peaks	24		" " Vertical Struts	5 x 3 x 38	BS.
SIDE FRAMING.			Centre Girder, depth and thickness amidships	33 x 42	52
Frame Amidships, Angle, $\angle$ or $\angle$	19	3 1/2 x 38 NBS.	" " top Angles	3 3	40
" " Extends up to	R. Q.R. D.K.		" " bottom Angles	3 1/2 3 1/2	42
" " In way of Engine Room	9	3 1/2 x 42 NBS.	Side Girders, No. each side and thickness	ONE	32 x 38
Reversed Frame Amidships, Angle	19	3 1/2 x 44 NBS.	Margin Plate depth (excl. of flange) and thickness	28	38
" " Extends up to	8	3 x 41 NBS.	" " Vertical Angle to Tank side	3 x 3 x 32	42
" " In way of Cross Bulkhead	8 1/2	(MEAN).	" " Bracket abaft 1/2 len. from stem	5 5	40
Depth of Framing Girder	8 1/2	(MEAN).	" " Vertical Angle to Tank side	5 5	40
Frames in Uppermost Continuous tween Decks, Angle, $\angle$ or $\angle$	8	3 x 36 NBS.	" " Gussets, spacing and scantling abaft 1/2 len. from stem		
" " Second tween Decks, Angle, $\angle$ or $\angle$			" " Gussets, spacing and scantling forward 1/2 len. from stem		
" " Third " " " "			Tank Side Brackets, height above base line at toe of Frame and thickness	4 1/2	
Framing in Peaks, Angle $\angle$	6 1/2	3 x 42	INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/8 8, 5/8 6 1/2		Breadth and thickness of Middle Line Strake	43 x 38	49
State if Frame Joggled	No		Thickness of remainder in Holds	34 x 32	49
PANTING ARRANGEMENTS (Sec. 7), state system and particulars			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	
STRENGTHENING OF BOTTOM FORWARD. State Particulars			BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships	7	3 x 39
Floors, Depth and thickness at mid-line in Holds			" " in Way of Hatchways, in Wells, Angle, $\angle$ or $\angle$	7	3 1/2 x 39
Height of Brackets at side above base line at toe of frame			" " in Way of Casings	4	3 1/2 x 36
Middle Line Keelson, on Floors, Angles, $\angle$ or $\angle$			" " in Way of Bridge, Angle, $\angle$ or $\angle$	6	3 1/2 x 36
" " Through Plate or Intercostal Plate			Spacing	28 x 24	
" " Foundation Plate on Floors			UPPER		
" " Flat Plate Keel Angles			Second Deck, amidships, Angle, $\angle$ or $\angle$	7	3 x 36 NBS.
Side Keelsons, No. each side			" " in Way of Thick Stringer, in Way of Hatchways	7	3 1/2 x 41
" " thickness of Intercostal Plate			Spacing	28	
" " Angles			Third Deck, amidships, Angle, $\angle$ or $\angle$		
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing	35	44 56	Fourth Deck, amidships, Angle, $\angle$ or $\angle$		
" " Are Frame and Reversed Frame joggled?	No		Spacing		
Bracket Floors, breadth and thickness at middle line	30	35 44	Poop Deck, Angle, $\angle$ or $\angle$		
" " breadth and thickness at margin plate	29 1/2	35 44	Spacing		
	(MEAN)		Bridge Deck, Angle, $\angle$ or $\angle$		
			Spacing		
			Forecastle Deck, Angle, $\angle$ or $\angle$	7	3 x 38 NBS.
			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>			<b>Stringer Plate, breadth and thickness in way of Bridge</b>	<i>5</i>	<i>5</i>	<i>50</i>
<i>FORECASTLE</i>				Thickness of Plating abreast Deck openings in way of Wells	<i>32</i>		
" <i>in</i> between Decks, Size and Spacing.....	<i>2 1/2</i>	<i>48</i>		Thickness of Plating abreast Deck openings in way of <del>Bridge</del> <i>WELLS</i>	<i>40</i>	<i>36</i>	
"    "    "    "    "				Thickness of Plating within line of openings...	<i>30</i>		
" <i>in</i> Holds	<i>Large brackets in line.</i>			If Sheathed, material and thickness	<i>Sheathed in way of accom. with 2 1/2" plank.</i>		
"    "    "    "    "				<b>Third Deck.</b>			
<b>Centre Line Bulkhead.</b>				Stringer Plate, breadth and thickness.....			
Stiffeners and Spacing.....				If Plated, state thickness.....			
Plating, thickness of				<b>Fourth Deck.</b>			
<b>STRINGERS AND DECKS.</b>				Stringer Plate, breadth and thickness.....			
<b>Uppermost Continuous Deck.</b>				If Plated, state thickness			
Stringer Plate, breadth and thickness in Wells	<i>6 1/2</i>	<i>74</i>		<b>Poop Deck.</b>			
"    "    "    " <i>in</i> way of Bridge				Stringer Plate, breadth and thickness			
"    Angle in Wells	<i>6</i>	<i>6</i>	<i>60</i>	Plating, Sheathing, material and thickness			
Thickness of Plating abreast Deck openings in way of Wells ( <i>STRINGER ONLY</i> )		<i>74</i>		<b>Bridge Deck.</b>			
Thickness of Plating abreast Deck openings in way of Bridge ( <i>STRINGER ONLY</i> )		<i>74</i>		Stringer Plate, breadth and thickness.....			
Thickness of Plating within line of openings... <i>30</i>				Plating, Sheathing, material and thickness			
"    "    "    " <i>in</i> way of <del>WELLS</del> <i>WELLS</i>				<b>Forecastle Deck.</b>			
If Sheathed, material and thickness	<i>Sheathed in way of accom. with 2 1/2" plank.</i>			Stringer Plate, breadth and thickness	<i>23</i>	<i>30</i>	
<b>RAISED QUARTER</b>				Plating, Sheathing, material and thickness	<i>30</i>		<i>Sheathed with 5 x 2 1/2" red pine.</i>
<b>Second Deck.</b>							
Stringer Plate, breadth and thickness in Wells	<i>59 1/2</i>	<i>55</i>					

## SHELL PLATING.

SCANTLINGS.						RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>Yes</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 .....	<i>42 1/2</i>	<i>53</i>	<i>49</i>	<i>49</i>	<i>✓</i>	<i>Double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>3 R full L</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Lapped</i>
„ DBLG. (if any)	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>		<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
BOTTOM PLATING, No. of Strakes <i>THREE.</i>	<i>59</i>	<i>48</i>	<i>48</i>	<i>43</i>		<i>Double</i>	<i>3/4</i>	<i>3 1/2</i>	<i>3 R full L</i>	<i>3/4</i>	<i>2 5/8</i>	<i>Lapped</i>
BILGE PLATING, No. of Strakes <i>ONE.</i>	<i>66</i>	<i>48</i>	<i>43</i>	<i>43</i>		<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
SIDE PLATING, No. of Strakes <i>TWO.</i>	<i>56 1/2</i>	<i>48</i>	<i>43</i>	<i>43</i>		<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
UPPER DECK, Sheer-strake in Wells <i>RAISED QUARTER</i>	<i>46</i>	<i>59</i>	<i>51</i>	<i>✓</i>		<i>—</i>	<i>1 1/8 3/4</i>	<i>4 3 1/2 3 1/2</i>	<i>4 R + 3 R</i>	<i>1 1/8 3/4</i>	<i>4 3 1/2 2 5/8</i>	<i>—</i>
LOWER DECK, Sheer-strake in Bridge <i>UPPER DECK</i>	<i>67</i>	<i>51</i>	<i>62</i>	<i>43</i>		<i>—</i>	<i>7/8 3/4</i>	<i>3 1/2 3 1/2</i>	<i>3 R full L</i>	<i>7/8 3/4</i>	<i>3 1/2 2 5/8</i>	<i>—</i>
STRAKE BELOW Sheer-strake in Wells <i>RAISED QUARTER</i>	<i>46</i>	<i>51</i>	<i>43</i>	<i>✓</i>		<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
STRAKE BELOW Sheer-strake in Bridge <i>UPPER DECK</i>	<i>67</i>	<i>48</i>	<i>✓</i>	<i>43</i>		<i>—</i>	<i>3/4</i>	<i>3 1/2</i>	<i>—</i>	<i>3/4</i>	<i>2 5/8</i>	<i>—</i>
POOP SIDE PLATING .....		<i>✓</i>				<i>✓</i>			<i>✓</i>			<i>✓</i>
BRIDGE SIDE PLATING ...		<i>✓</i>				<i>✓</i>			<i>✓</i>			<i>✓</i>
FOREC'TLE SIDE PLATING	<i>✓</i>	<i>✓</i>	<i>31</i>	<i>✓</i>		<i>Single</i>	<i>3/4</i>	<i>3</i>	<i>Single</i>	<i>3/4</i>	<i>2 5/8</i>	<i>Lapped</i>

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—						
Extending to Upper Deck (Sec. 3 c)		4				
" Deck next below		✓				
As per Rule		4				
		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHD, Upper tween decks		✓ 44-28	[9 x 3½ x 40 NBS. 28] [9 x 3½ x 48 NBS. 33] Above Recess Top.		} RECESS TOP.	
" ENGINE ROOM (Nº 41).			[5½ x 3 x 34. 28]			
" Second		"				
" CROSS BUNKER (Nº 63)		✓ 43-31	[8 x 3 x 37 NBS. 24 + 28]			
" Third		"	[8.3 x 42 NBS. 30]			
" Holds		"				
COLLISION (in Hold)		✓ 44-31	[8.3 x 35 NBS.] [8.3 x 38 NBS.]		} SEMI-BOX BEAM IN LINE WITH LOWER STIFFENERS, AS APPROVED.	
AFTER PEAK		✓ 45, 32, 30	[5½ x 3 x 34. 24]		} SEMI-BOX BEAM IN LINE WITH UPPER STIFFENERS, AS APPROVED.	

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar</b>	<i>Roll'd Steel</i>			
<b>STEM</b>	<i>Bar</i>	<i>7 1/4 x 1 1/8</i>	<i>Jonas, Cohen &amp; Co. Ltd.</i>	
<b>STERN FRAME</b>	Propeller Post	<i>Forging 7 x 5 1/4</i>	<i>Sundeland</i>	
	Rudder	<i>6 1/4 x 5 1/4</i>		
<b>RUDDER—A x D.</b>		<i>208 x 54</i>	<i>Forge &amp;</i>	
<b>Speed of Vessel</b>		<i>Under 10 knots.</i>	<i>Engineering</i>	
<b>RUDDER</b> mainpiece at head	<i>Forging</i>	<i>6 1/4</i>	<i>Co. Ltd.</i>	
"    "    heel		<i>5</i>		
"    "    how constructed	<i>Forged with arms shunk on.</i>			
"    "    double or single plate	<i>Single .88</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). *Open Hearth Process.*  
*Steel Plates. Comett Iron Co.; Soman Long & Co.; Bolckow Vaughan & Co.; South Durham Steel & Iron Co.*  
*Steel Angles. Comett Iron Co.; Bolckow Vaughan & Co.; Soman Long & Co.; Skinningrove Iron Co.;*  
 Has the Steel been tested as required by the Rules? *Yes.* *(Cargo Fleet Iron Co.)*



EQUIPMENT No. 14262.												LETTER B	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.	Cwts.			
30905	1st Bower ...	31	0	0	Stockless			29	7	2	0	30½	Bye Improved Stockless	not stated	S.L. 31.3.28. Butler.
30906	2nd " ...	30	3	7	"			29	5	2	14	30½	" " " "	" " " "	" " " "
30911	3rd " ...	26	2	0	"			26	0	0	0	26	" " " "	" " " "	" " " "
	Collective weight.	88	1	7								87			
43450	Stream .....	7	3	9	2	0	5	10	0	1	7		Iron Stock	" " "	C.H. 17.2.28. Paul.

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.	Stations.	Break-ing.	Supplied.			Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
41019	240	1 5/8	47 1/2	66 1/2	332	2	0	319 1/2	240	1 5/8	Stud	not stated	C.H. 17.2.28. Paul	TOWLINE...	90	3 1/4	22	90	3 1/4
														HAWSERS & WARPS	2@90	2 1/4	9 1/2	2-90-2 1/4	
														"	2@90	2 1/4	9 1/2	2-90-1 3/4	
Iron Stream Chain Steel Wire	75	3 3/4	✓	29	✓			✓	75	3 3/4				"					

Steering Gear, Steam *John Higham & Sons* Steering Gear, Hand *Relieving Tackle operated from*  
Boats *2 Lifeboats one single* Steering Chains, Size and Test *1" dia. - 12 Tons* Windlass *Steam. Emerson Walker Ltd.*  
Ceiling in Holds, thickness and material *2 1/2" H.H.* Cargo Battens, thickness, material and spacing *2" H.H. 8"-9"*  
Cargo Hatchways.—(Upper Deck) *Steel plates & angles* Thickness of Hatches *3"*  
Size of No. 1 Hatchway (Forward) *29'2" x 26'0" No. 2 31'1" x 26'0" No. 3 27'8" x 26'0" No. 4 27'8" x 26'0" No. 5 5'-10'10" No. 6 5'-24'9"*  
Number of Shifting Beams, ~~and Fore and Afters~~ *nos 1, 3, & 4 hatchways - 4 Kels, no 2 - 5 wpls.*  
Per Pro *JOHN CROWN & SONS, Ltd.*  
Builder's Signature *W. Chamberlain* Secretary.

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel *NO* (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.

*This vessel has been constructed in accordance with the approved plans, the Rules & the Secretary's letters. The materials & workmanship are good. The fuelboard has been verified & the marks cut in on the vessel's sides. The double bottom tanks & peak tanks have been tested & found satisfactory, & the decks, bulkheads & Tunnel have tested with satisfactory results. The H.T. door has also been tested & tried.*

*The following approved plans are forwarded herewith, viz. — Midship Section, Profile & Decks, Casings, Stern Frame & Rudder, Hatch Decks & Mast Brackets, Lifting Struts, Tunnel, Strengthening of Bottom, Forward, Peak Bulkheads, Hatchways, Sidehouses, Midship Bulkheads & Diaphragms, Trussing Ports, Raising List, & Pumping Arrangement.*

The amount of Entry Fee ..... £ *5* : : Fees applied for, *17 May 1928*  
Special Survey Fee.... £ *152* : *17* : Received by me, *8 May 1928*  
*Freeboard* *5:10:0*  
Travelling Expenses, if any £ : :  
State whether the Vessel has been built under Special Survey *Yes* Signature *James Dickie*  
Certificate to be sent to *SUNDERLAND* Date of issue *14/5/28* Surveyor to Lloyd's Register of Shipping.

Committee's Minute *FRI. 11 MAY 1928*  
Character assigned *+ 100 AI*  
*Lloyd's a+CR + LMC 5.28*  
*Wise*  
*Only*  
*CL*

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



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.)

Forging Reports of Stem Frame, Rudder & Tiller, are also enclosed, (Two Reports), together with plans of Midship Section, & Profile & Deck as built.

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

1st Bower 20.1.0; J.L.; 6893; 16.3.28.  
2nd " 19.3.14; J.L.; 6926; 23.3.28.  
3rd " 17.0.0; M.B.; 3548; 8.3.28.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. 146.52 ft., Bridge ☒ ft., Forecastle 26.72 (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) 10K. (STE).

Official No. 160419; Signal Letters ☒ Is bottom of Vessel coated with cement ☒ if not given particulars of composition ☒

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	✓ 70.0	148	Fore peak tank,	17.75	12
Double bottom, under Engines and Boilers,	✓ 35.0	85	After peak tank,	18.00	158
Double bottom, if under Engines only,	✓	✓	Deep tank, aft,	✓	✓
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward,	✓	✓
Double bottom, forward,	96.83	197	Other tanks, if fitted,	✓	✓
Total capacity of double bottom		430	(If necessary, furnish further information by sketch.)		

\* The wells are not to be included in the lengths of the tanks.  
201.83

Order for Special Survey No. 5631

Date 2.6.27

Dates of Surveys held while building

1927 Aug. 12.29. Sep. 1.9.16.20.22. Oct. 6.12.20.24.26. Nov. 1.3.14.16.22.29. Dec. 2.6.8.1  
30. 1928. Jan. 4.9.12.18.23.25.27. Feb. 1.3.7.10.15.17.20.23.29. Mar. 5.6.7.8.14.15.19.22.23  
29. Apr. 3.4.13.16.18.20.24.27. May. 1.

Total No. of Visits 6