

STEEL STEAMER or MOTORSHIP

Received at London Office. 29 OCT 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

27. 10. 30

Port of

Glasgow

No. 50954

Survey held at

Glasgow

Date First Survey

14. 5. 30

Last Survey

24. Oct.

1930

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

S. S. "MAURICE ROSE"

Machinery fitted aft

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

Full Scantling

State Type of Erections

R.A. or Br Forecastle

TONNAGE under Tonnage Deck...)

1230.68

CLASS 100.A-1.

State if with freeboard as condition of Class

without Built at

Glasgow

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 250.0

Breadth (greatest moulded)

B 37.0

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

D 18.5

1st Longitudinal Number (L x D)

= 4625

2nd Numeral L x (B + D)

= 13875

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

V.D. 15.73
R.A.D. 19.73
E.S. 18.7

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

13.57

Do. Long Bridge to top of keel

11.11

Draught Moulded

17-1/2

Launched 25th Sept. 1930 Yard No. 906M

Builders J.W. Henderson & Co Ltd

Owners R. Hughes & Co

Managers do.

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

Residence Liverpool

Port of Registry Liverpool

If surveyed while building, afloat, or in dry dock

Yes

REGISTERED DIMENSIONS.

FEET.

Length

250.00

Breadth

37.20

Depth

16.45

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	23		Bracket Floors, Frame	A 6 3 35	
" " from 3/8 length to Collision bulkhead	23		" " Reversed Frame	A 6 3 34	
" " in peaks	23		" " Vertical Struts	A 6 3 34	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	33 1/2 x 42	
Frame Amidships, Angle, E or F	7 3 58		" " top Angle	(1) 3 3 40	
do in way of R.A. or	8 3 58		" " bottom Angle	(1) 3 1/2 3 1/2 42	
" " Extends up to	upper deck and below R.A. or		Side Girders, No. each side and thickness	one 32	
Reversed Frame Amidships, Angle			Margin Plate depth (excl. of flange) and thickness	35 x 36	
" " Extends up to			" " Vertical Angle to Tank side	3 3 37	
Depth of Framing Girder	8 7 7		" " Bracket Angle to Tank side	double	
Frames in Uppermost Continuous Tween Decks, Angle, E or F			" " Vertical Angle to Tank side	3 3 35	
" " Second Tween Decks, Angle, E or F			" " Bracket Angle to Tank side	double	
" " Third			" " Gussets, spacing and scantling abaft 1/2 len. from stem	none	
Framing in Peaks, Angle, E or F	6 3 40		" " Gussets, spacing and scantling forward 1/2 len. from stem	none	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/4 - 5/8		Tank Side Brackets, height above base line at toe of Frame and thickness	45 x 35 1/2	
State if Frame Joggled	Yes		INNER BOTTOM PLATING.		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	Deep framing and 2 sides		Breadth and thickness of Middle Line Strake	7/8 x 50	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Double in frames		Thickness of remainder in Holds	50	
SINGLE BOTTOM. in Machinery Space			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	
Floors, Depth and thickness at mid-line in Holds	E.S. 48 x 36		BEAMS.		
Height of Brackets at side above base line at toe of frame	M.B.S. 4-8"		Uppermost Continuous Deck, amidships in Wells, Angle, E or F	7 3 40 N.B.S.	
Middle Line Keelson, on Floors, Angles, E or F			" " in way of Bridge, Angle, E or F	do.	
" " Through Plate on Intercoastal Plate	B.S. 60 E.S. 36		Spacing	23	
" " Foundation Plate on Floors	B.S. 48 x 46		Second Deck, amidships, Angle, E or F		
" " Flat Plate Keel Angles	B.S. 3 1/2 x 3 1/2 x 51 E.S. 3 1/2 x 3 1/2 x 41		Spacing		
Side Keelsons, No. each side	one		Third Deck, amidships, Angle, E or F		
" " thickness of Intercoastal Plate	B.S. 48 E.S. 36		Spacing		
" " Angles	8 3 1/2 56 N.B.S.		Fourth Deck, amidships, Angle, E or F		
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing	32 x 64		Raised R.A. or		
" " Are Frame and Reversed Frame joggled?	Yes		Reop Deck, Angle, E or F	7 3 40 N.B.S.	
Bracket Floors, breadth and thickness at middle line	27 x 32		Spacing	23	
" " breadth and thickness at margin plate	23 x 25 x 32		Bridge Deck, Angle, E or F	6 3 38 6 x 3 x 36 off	
			Spacing	46	
			Forecastle Deck, Angle, E or F	7 3 34 7 x 3 x 32	
			Spacing	46	

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.
PIELARS, No. of Rows.....	<i>Brackets r</i>			Stringer Plate breadth and thickness in way			
„ in 'tween Decks, Size and Spacing.....	<i>girders m</i>			of Bridge			
„ „ „ „ „	<i>line of</i>			Thickness of Plating abreast Deck openings)			
„ in Holds „ „	<i>pillars, as</i>			in way of Wells			
„ „ „ „ „	<i>approved.</i>			Thickness of Plating abreast Deck openings)			
Centre Line Bulkhead				in way of Bridge			
Stiffeners and Spacing				Thickness of Plating within line of openings...			
Plating, thickness of				If Sheathed, material and thickness			
STRINGERS AND DECKS.				Third Deck.			
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness.....			
Stringer Plate, breadth and thickness in Wells	<i>72 x 72</i>			If Plated, state thickness.....			
„ „ „ „ in way of Bridge	<i>50</i>			Fourth Deck.			
„ Angle in Wells	<i>6 6 60</i>			Stringer Plate, breadth and thickness.....			
Thickness of Plating abreast Deck openings)	<i>72</i>			If Plated, state thickness.....			
in way of Wells				Roof Deck.			
Thickness of Plating abreast Deck openings)				Stringer Plate, breadth and thickness	<i>72 x 59</i>		
in way of Bridge				Plating, Sheathing, material and thickness	<i>59 x 140</i>		
Thickness of Plating within line of openings...	<i>40</i>			Bridge Deck.			
If Sheathed, material and thickness	<i>✓</i>			Stringer Plate, breadth and thickness.....	<i>33½ x 31</i>		
Second Deck.				<i>outside room</i> <i>Tie plates</i> <i>7½ x 31</i>			
Stringer Plate, breadth and thickness in Wells...				Plating, Sheathing, material and thickness	<i>31 Sheathed</i> <i>2½ P.P. Wane</i> <i>upward</i> <i>2½ W.P.</i>		
				Forecastle Deck.	<i>m hmae</i>		
				Stringer Plate, breadth and thickness.....	<i>66 x 44</i>		
				Plating, Sheathing, material and thickness	<i>44</i>		

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? <i>Ordinary</i>			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. Inches.	Spacing cr. to cr. Inches.		Diam. Inches.	Spacing cr. to cr. Inches.	
FLAT PLATE KEEL	<i>42</i>	<i>.58</i>	<i>.49</i>	<i>.49</i>		<i>Double</i>	<i>7/8</i>	<i>3 7/8</i>	<i>Three</i>	<i>7/8</i>	<i>3 7/8</i>	<i>Lapped.</i>
<i>" " DRIG. (if any)</i>												
BOTTOM PLATING, No. of Strakes <i>3</i> ..}	<i>X .43</i>	<i>.38</i>	<i>.38</i>			<i>"</i>	<i>3/4</i>	<i>2 7/8</i>	<i>Three</i>	<i>3/4</i>	<i>2 5/8</i>	<i>do.</i>
BILGE PLATING, No. of Strakes <i>1</i> ..}	<i>"</i>	<i>"</i>	<i>"</i>			<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
SIDE PLATING, No. of Strakes <i>1</i> ..}	<i>"</i>	<i>"</i>	<i>"</i>			<i>double single</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
UPPER DECK, Sheer- strake in Wells..... } <i>P.D.</i>	<i>54</i>	<i>.58</i>	<i>.38</i>	<i>.38</i>		<i>Double</i>	<i>7/8</i>	<i>3 7/8</i>	<i>"</i>	<i>7/8</i>	<i>3 7/8</i>	<i>"</i>
UPPER DECK, Sheer- strake in Bridge ... }	<i>48</i>	<i>.52</i>	<i>"</i>	<i>"</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
STRAKE BELOW Sheer- strake in Wells.... }	<i>66</i>	<i>.50</i>	<i>"</i>	<i>"</i>		<i>"</i>	<i>3/4</i>	<i>2 7/8</i>	<i>"</i>	<i>3/4</i>	<i>2 5/8</i>	<i>"</i>
<i>P.D.</i> STRAKE BELOW Sheer- strake in Bridge ... }	<i>54</i>	<i>.48</i>	<i>"</i>	<i>"</i>		<i>Single</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
POOR SIDE PLATING.....												
BRIDGE SIDE PLATING...	<i>.31</i>					<i>Single</i>	<i>3/4</i>	<i>2 7/8</i>	<i>One</i>	<i>3/4</i>	<i>2 5/8</i>	<i>Lapped</i>
FORE'C'TLE SIDE PLATING		<i>.31</i>				<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>

WATERTIGHT BULKHEADS.

Total No. of **W.T. BULKHEADS** in Vessel— *Four*
and R.Q
 Extending to Upper Deck *1* (Sec. 3 c) *"*
 „ Deck next below *✓*
 As per Rule *Four*

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		Flat plate	Keel	
STEM		Roller 4x2 bar		
STERN FRAME {	Propeller Post	Forging 7x5 1/2	Calderon	
	Rudder "	" 6 1/2 x 5 1/2	Forge J. M. Lee	
RUDDER—A x D		18 1/2		
Speed of Vessel		10 K		
RUDDER mainpiece at head ...		Iron 6 1/2	Calderon	
" " heel ...		Forging 4 1/2	Forge J. M. Lee	
" how constructed		Forged frame	Shrink on arms	
" double or single plate			Single	
" coupling, vertical or horizontal			Horizontal	

STIFFENERS.

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHD, Upper tween decks						
"	"	Second				
"	"	Third				
"	"	Holds	35-26	7x3x48 N.B.S.	3K	
COLLISION		" (in Hold)	44-26	9x3x46 N.B.S.	24	
AFTER PEAK		"	44-31	8x3x36 N.B.S.	24	Semi box beam

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *(Open hearth process)*
STEEL. *David Colville & Sons, Steel Company of Scotland, Dorman, Long & Co.*

Has the Steel been tested as required by the Rules? *yes*

x Midship thickness maintained forward to collision bulkhead

EQUIPMENT No. 14952										LETTER <i>N</i>	ANCHORS.		
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.			
92014	1st Bower	32	1	21	Stockless			30	10	0	30.5	Angley Challenge	Angley & Son, Netherton, 28/1/30
92015	2nd "	29	1	0	do			28	1	1	30.5	do. Type	do. do. 2/30 do.
91997	3rd "	26	2	21	do			26	3	3	26.0	do.	do. do. do.
	Collective weight.	88	1	14							87.0		
63738	Stream	7	3	5	1	3	26	9	18	0	7 3/4	Ordinary	R. Sykes & Son, Tipton, 22/5/30 Drysdale

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.	Statu- tory.	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.	
66202	240	1 5/8	47 1/2	66 1/2	320.1.6		319.2.0		240	1 5/8	Steel link	R. Sykes & Son, Tipton	24/5/30							
															TOWLINE	90	3 3/4	22	90	3 3/4
															HAWSERS & WARPS	2-90	2 1/2	13.2	2-90	2 1/2
																3-90	2 1/4	9.5	3-90	2 1/4
															"	120	5	120	5	5
Iron Stream } Chain } Steel Wire }	75	3 3/4		29					75	3 3/4	Steel wire									

Steering Gear, Steam *by Bow, McLaughlan & Co* Steering Gear, Hand *Efficient*
Boats *Three* Steering Chains, Size and Test *15 1/16 dia. 10 1/2 tons.* Windlass *Steam by Emerson & Watson*
Ceiling in Holds, thickness and material *2 1/2" pine* Cargo Battens, thickness, material and spacing *6" x 2" pine*
Cargo Hatchways.-(Upper Deck) *Shel Coomings R. Q. 34" x 4 1/2"* thickness of Hatches *3" pine*
Size of No. 1 Hatchway (Forward) *27' 9" x 25' 1 1/2"* No. 2 *27' 9" x 25'* No. 3 *28' 3" x 25'* No. 4 *26' 4" x 25'* No. 5 *✓* No. 6 *✓*
Number of Shifting Beams and/or Fore and Afters *5 Shifting beams in each hatch; no fore and afters*
FOR DAVID & WILLIAM HENDERSON & CO. L.
Builder's Signature *J. McLaughlan* 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 built in accordance with the approved plans, the Secretary's letters of various dates, and in general conformity with the Rules for the Class contemplated. The materials and workmanship are good.
The assigned freeboards have been marked on the vessel's sides, verified, and cut in. The weather decks and watertight bulkheads have been hose tested with satisfactory results. The double bottom tanks and peak tanks have been tested under water pressure to Rule requirements and found satisfactory. The windlass and anchor gear, pumps and steering gear have been examined under working conditions and found satisfactory.
Vessel is a modified sister ship of the S.S. Dorothy Rose & S.S. Dully Rose, the same Builders N^o 880 and 881, see Repts N^o 49881 and 49980

The amount of Entry Fee £ 5 : 0 : 0 Fees applied for, *27/10/30*
Special Survey Fee.... £155 : 0 : 0 Received by me, *1.11.30*
Freeboard Travelling Expenses, if any £ : :
State whether the Vessel has been built under Special Survey *Yes*
Certificate to be sent to *Glasgow* Date of issue *14/11/30*
Signature *George Nicol*
Surveyor to Lloyd's Register of Shipping.

Committee's Minute *GLASGOW 28 OCT 1930*
Character assigned *÷ 100A1*
10.30.
Lloyd's A+C.P.
+ L.M.C. 10.30.

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.)

The following plans forwarded

- ✓ Midship Section - as approved
- do Vessel as built
- ✓ Rudder and Stern frame
- ✓ Bulkheads
- ✓ Painting stringers and strengthening forward
- ✓ Pumping arrangements
- ✓ Plan of Quadrant
- ✓ Strengthening at Break
- ✓ Floors in Engine Room
- ✓ Profile and Deck plans

Reports

Stern frame
Rudder 22 x 8' 2" 25 x 1' 10" 11 x 22 x 1' 10"
Tiller
Crosshead for Rudder

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

1st Bower
2nd "
3rd "

wt.	Surveyor's Initials	No. of Test	Date of Test
22.1.9	M.B.	8124	25.6.30
18.2.21.	M.B.	8032	25.6.30
16.3.11.	A.B.	2867	15.5.30

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 140.45 ft., R.Q.D. 15.23 ft., Bridge 15.23 ft., Forecastle 25.21 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) 1 Deck Steel

Official No. : Signal Letters ✓
particulars of composition

Is bottom of Vessel coated with cement?
Cemented in way, which? space & bilges if not give
Cement wash & pellets in double bottom

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	21	93
Double bottom, under Engines and Boilers,			After peak tank,	20	86
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward, <i>of Machinery Space</i>	168.64	373	Other tanks, if fitted,		
	Total capacity of double bottom	373	(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 6095

Date 29.3.30

Dates of Surveys held while building

1930 May 14. 15. 27. 29 June 2. 4. 6. 9. 11. 16. 18. 19. 20. 24. 30 July 2. 7. 9. 10. 11. 14. 16
29. 30. 31 Aug 1. 6. 11. 14. 18. 19. 21. 22. 25. 28. 29 Sep 1. 3. 4. 8. 9. 10. 12. 15. 17. 18. 22. 25. 30
Oct 1. 2. 7. 8. 9. 10. 13. 16. 20. 21. 23. 24

Total No. of Visits 61