

State if Report is sent on the Machinery of the Vessel.....YES.

No. 18466

Date First Survey 24th November, 1924 Last Survey 17th December 1925

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

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

State Type of Erections *POOP BRIDGE + F'CLE*

CLASS  100.A.1.

State if with freeboard } *No*
as condition of Class }

Built at PORT GLASGOW.

Length from fore part of stem to after part of stern }
post on summer L.W.L. See Sec. 3 (1a) } L 468.5

Launched OCT 1ST 1925. Yard No. 39/

Total

Breadth (*greatest moulded*) B 62.0

Builders W^m HAMILTON & Co. LTD.

Gross Tonnage 7879.53

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 34.83

Owners THOS & JNO BROCKLEBANK LTD

Register Tonnage 4851.70

1st Longitudinal Number (L × D)..... = 16317.85

Managers..... — " —

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

REGISTERED DIMENSIONS.

Framing Depth "d," at middle of length. See } 19.71
Sec. 3 (1d) } 10.71 973RD DK

Residence CUNARD BUILDINGS, LIVERPOOL.

Length 470.1

Proportions—Depth to Length—Uppermost continuous deck to top of keel } 13.45

Port of Registry LIVERPOOL

Breadth 62.15

Do. Long Bridge to top of keel } 10.93

Surveyed while building, afloat, or in dry dock

Depth 32.25.

Draught Moulded 27'-2½"

YES

FRAMES, DOUBLE BOTTOM AND BEAMS.									
		INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.				Any Departure from Approved Plans to be Noted.	
FRAMES, Spacing amidships		30 1/2							
" " from 1/4 length to Collision bulkhead		27							
" " in peaks		24							
SIDE FRAMING.									
Frame Amidships, Angle, E or C		12 3/2 58		12 x 3 1/2 x 52					
" " Extends up to 2 ND Dk. & EVERY 3 RD To UPPER Dk									
Reversed Frame Amidships, Angle									
" " Extends up to									
Depth of Framing Girder		12							
Frames in Uppermost Continuous 'tween Decks, Angle, E or C		7 3/2 39							
" " Second 'tween Decks, Angle, E or C		8 3/2 46							
" " Third " " " "									
Framing in Peaks, Angle or C		8 1/2 3 50		8 1/2 x 3 1/2 x 50					
Diameter and Spacing of Rivets through Shell Plating		7/8 RIVS, 6 DIAS.							
State if Frame Joggled		YES.							
PANTING ARRANGEMENTS (Sec. 7), state system and particulars		210 RIVS.		DEEP FRAME SYSTEM WITH SIDE STRINGERS. AS PER APPROVED PLAN.					
STRENGTHENING OF BOTTOM FORWARD. State Particulars				5 x 5 x 47 FRAMES AND ADDITIONAL GIRDER AS PER APP. PLAN.					
SINGLE BOTTOM.									
Floors, Depth and thickness at mid-line in Holds									
Height of Brackets at side above base line at toe of frame									
Middle Line Keelson, on Floors, Angles E or C									
" " Through Plate or Intercoastal Plate									
" " Foundation Plate on Floors									
" " Flat Plate Keel Angles									
Side Keelsons, No. each side									
" thickness of Intercoastal Plate									
" Angles									
DOUBLE BOTTOM.									
Solid Floors, thickness and spacing		43 EVERY FRAME.							
" Are Frame and Reversed Frame joggled?		YES							
Bracket Floors, breadth and thickness at middle line									
" breadth and thickness at margin plate									
Bracket Floors, Frame									
" " Reversed Frame									
" " Vertical Struts									
Centre Girder, depth and thickness amidships		46 1/2		59					
" top Angles		3 1/2 3 1/2		55					
" bottom Angles		5 5		63					
Side Girders, No. each side and thickness		2 @		43					
Margin Plate depth (excl. of flange) and thickness		47		55		39 x 55			
" Vertical Angle to Tank side Bracket abaft 1/4 len. from stem		5 5		50		3 1/2 x 3 1/2 x 50			
" Vertical Angle to Tank side Bracket forward 1/4 len. from stem		5 5		50					
" Gussets, spacing and scantling abaft 1/4 len. from stem						DOUBLE IN WAY OF DEEP FRAMING CONTINUOUS. 64 1/2 SETS			
" Gussets, spacing and scantling forward 1/4 len. from stem						PLATE ALL FORE & AFT			
Tank Side Brackets, height above base line at toe of Frame and thickness		8 1		46		8 1 x 43			
INNER BOTTOM PLATING.									
Breadth and thickness of Middle Line Strake		54 1/2		53					
Thickness of remainder in Holds									
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 ES 45, BS 48, FRAMES IN BUNKERS 12 x 3 1/2 x 64		43, 53, FRAMES IN BUNKERS 12 x 5 1/2 x 58	
BEAMS.									
Uppermost Continuous Deck, amidships in Wells, Angle, E or C		9 3 1/2		48					
" in way of Bridge, Angle, E or C		9 1/2 3 1/2		48					
Spacing				EVERY FRAME					
Second Deck, amidships, Angle, E or C		10 1/2 3 1/2		48					
Spacing				EVERY FRAME					
Third Deck, amidships, Angle, E or C		9 3 1/2		44		9 x 3 x 44			
Spacing				EVERY FRAME					
Fourth Deck, amidships, Angle, E or C				✓					
Spacing				✓					
Poop Deck, Angle, E or C		7 1/2 3		42					
Spacing				EVERY FRAME					
Bridge Deck, Angle, E or C		8 1/2 3 1/2		45					
Spacing				EVERY FRAME					
Forecastle Deck, Angle, E or C		8 3		38					
Spacing				EVERY FRAME					

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..... <u>Two</u>				Stringer Plate, breadth and thickness in way of Bridge	<u>50 1/2</u>	<u>34</u>	<u>44</u>
" in 'tween Decks, Size and Spacing.....	<u>WIDE SPACED</u>			Thickness of Plating abreast Deck openings in way of Wells		<u>40</u>	<u>replace a bulk</u>
" " " " " "	<u>TUBULAR PILLARS</u>			Thickness of Plating abreast Deck openings in way of Bridge			
" in Holds " "	<u>8 DEEP GIRDERS,</u>			If Sheathed, material and thickness	<u>✓</u>		
" " " " " "	<u>IN HOLDS & TWEEN</u>			Third Deck. IN FORD HOLD ONLY.			
Centre Line Bulkhead.	<u>DECKS AS PER</u>			Stringer Plate, breadth and thickness.....	<u>75</u>	<u>34</u>	
Stiffeners and Spacing.....	<u>APPROVED PLAN.</u>			If Plated, state thickness.....		<u>30</u>	
Plating, thickness of				Fourth Deck.			
				Stringer Plate, breadth and thickness.....			
				If Plated, state thickness			
STRINGERS AND DECKS.				Peop Deck.			
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness	<u>72</u>	<u>38</u>	<u>38 1/2 x 38</u>
Stringer Plate, breadth and thickness in Wells	<u>52</u>	<u>1.0</u>	<u>2 @ 49 x 1.0</u>	Plating, Sheathing, material and thickness	<u>PLATING</u>	<u>26</u>	
" " " " in way of Bridge	<u>49</u>	<u>1.0</u>		<u>SHEATHING</u>	<u>3" P.P.</u>		
" " " " " " " " " " " "	<u>52</u>	<u>.65</u>	<u>1 @ 49 x 45</u>				
" Angle in Wells	<u>49</u>	<u>.60</u>					
Thickness of Plating abreast Deck openings in way of Wells	<u>7</u>	<u>7</u>	<u>1.06</u>	Bridge Deck.			
Thickness of Plating abreast Deck openings in way of Bridge	<u>AFT WELL .91</u>			Stringer Plate, breadth and thickness.....	<u>73</u>	<u>.65</u>	
If Sheathed, material and thickness	<u>FORD WELL .94</u>			Plating, Sheathing, material and thickness		<u>.61</u>	
	<u>✓</u>	<u>.50</u>		Forecastle Deck.			
				Stringer Plate, breadth and thickness.....	<u>74 1/2 x</u>	<u>.46</u>	<u>36 x 38</u>
Second Deck.				Plating, Sheathing, material and thickness		<u>.46</u>	<u>.36</u>
Stringer Plate, breadth and thickness in Wells...	<u>50 1/2</u>	<u>.50</u>	<u>50 1/2 x 44</u>				

SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled? <u>No</u>	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.									
FLAT PLATE KEEL	53"	1.0 ✓	.85 ✓	.85 ✓	53 x 88 - 80	DOUBLE	1"	3.8	4R.	1 1/8	4 1/2	LAPPED.	
" DRG. (if any)													
BOTTOM PLATING, No. of of Strakes <u>Four</u> ...	3 @	.70 ✓	.50 ✓	.54 ✓	4 @ .70 - .50	"	7/8	3.4	4R - 3R.	7/8	3 1/2	"	
BILGE PLATING, No. of Strakes <u>ONE</u> ...	1 @	.72	.50	.54	.70 - .50	"	"	"	" "	"	"	"	
SIDE PLATING, No. of Strakes <u>Four</u> ...	3 @	.72	.50	.54	.70 - .50	"	"	"	" "	"	"	"	
	1 @	.68	.50	.50	4 @ .68 - .50	"	"	"	3R	"	3 1/8	"	
UPPER DECK, Sheer- strake in Wells.....	52"	1.10 ✓	.50 ✓	.50 ✓	1.06 - .48	"	1 1/8	4.3	5R - 3R	1 1/8	4 1/2	"	
UPPER DECK, Sheer- strake in Bridge ...	52"	.72	.50	.50	.68 - .48	"	7/8	3.4	3R.	7/8	3 1/8	"	
STRAKE BELOW Sheer- strake in Wells.....	53"	.96	.50	.50	.90 - .48	"	1"	3.8	5R - 3R	1	4 1/2	"	
STRAKE BELOW Sheer- strake in Bridge ...	53"	.70	.50	.50	.68 - .48	"	7/8	3.4	3R	7/8	3 1/8	"	
POOP SIDE PLATING41		SINGLE	3/4	3.0	1R	3/4	2 5/8	"	
BRIDGE SIDE PLATING ...	1 @	.70 ✓	1.0 ✓	1.0 ✓	2 @ .65	DOUBLE	7/8	3.4	4R	7/8	3 1/2	"	
FOREC'TLE SIDE PLATING	1 @	.82	1.0	1.0		SINGLE	3/4	3.0	1R	3/4	2 5/8	"	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— EIGHT //

Extending to Upper Deck (Sec. 3 c) SEVEN //

.. Deck next below ONE //

As per Rule SEVEN.

			STIFFENERS.				
			Plating Thickness.	VERTICAL.		HORIZONTAL.	
				Scantlings.	Spacing.	Scantlings.	Spacing.
				B.A.			
MIDSHIP BULKHEAD, Tween decks...			.28-.26	5" x 3"	36	30"	✓ ✓
"	"	"					
"	"	"	OTHER BHDS AS PER APP PLAN.				
"	"	"					
"	"	"					
"	"	"					
"	"	"					
"	"	"					
"	"	"					
"	"	Holds4B-.30	12 x 3 1/2"	50	30"	✓ ✓
COLLISION	(in Hold)54-.35	8 x 3 1/2"	40	24"	25 EM 1. Box BEAMS.
AFTER PEAK	"52-.30	9 x 3 1/2"	50	24"	TUNNEL RECESS.

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	STEEL ROLLED	FLAT PLATE	KEEL	
STEM	BAR	10 1/2 x 2 3/4	PORTLAND FORGE.	
STERN FRAME { Propeller Post	CASTING	11" x 9"	HANIEL &	
{ Rudder	—	11 x 9"	LUIG.	
RUDDER—A x D	714.18			
Speed of Vessel	14 KNOTS.			
RUDDER mainpiece at head ...	FORGING	13"	HERSCHEL &	
" " heel ...	—	9 1/2	SOHN.	
" how constructed	BUILT FORGING.			
" double or single plate	SINGLE PLATE	1 1/4"		
" coupling, vertical or	VERTICAL			
" horizontal				

STEEL. OPEN HEARTH PROCESS.

Manufacturer's name or trade mark of the Steel used in the construction of the
Vessel (state process of manufacture) **WM BEARDMORE & CO LTD STEEL COY OF SCOTLAND.**
ANARKSHIRE STEEL COY, COLVILLE
Has the Steel been tested as required by the Rules? **YES**

EQUIPMENT No. 47315												LETTER dt	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.			
87476	1st Bower ...	83	1	12	STOCKLESS			60	10	0	0	81.1.0	Halls Patent.	L. Hingley & Sons Ltd	Rotherham 30/5/25 H. Green
87787	2nd „ ...	79	3	7	— —			58	10	0	0	81.1.0	Do.	Do.	— 16/7/25 —
87674	3rd „ ...	69	3	10	— —			53	15	0	0	69.2.0	Do.	Do.	— 28/5/25 —
	Collective weight.	233	0	1								232.0.0			
87681.	Stream	23	3	10	6	0	25	23	15	2	14.	23.2.0	Rodgers.	Do.	— 28/5/25 —

CHAIN CABLES.													HAWSERS AND WARPS.							
Number of Certificate.	Length and size supplied.		Test per Certificate. Statutory. Break- ing.		WEIGHT OF CHAIN CABLE.				Length and Size per Table 53. Length. Diam.		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. Cir.		
					Supplied.		Per Rule.													
	Length.	Diam.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.		Fathoms.	Ins.	Fathoms.
76729.	150	2 1/2	112 1/2.	157 1/2.	470-0-20		940-0-0		300	2 1/2	Stud	L. Hingley & Sons	Rotherham 25/6/25 H. Green	TOWLINE ...	130	6"	100	130	6"	
76779	150	2 1/2	--	--	470-2-8.						Link.	--	-- 23/7/25 --	HAWSERS & WARPS	2@100	3 3/4	22.	2@100	2 3/4	
Iron Stream Chain Steel Wire	120	5/4		80					120	5 1/4				"			?			

Steering Gear, Steam By *J HASTIE & Co Ltd*
Steering Gear, Hand *RELIEVING TACKLE FITTED*

Boats *6 LIFEBOATS.*
Steering Chains, Size and Test *TELE MOTOR GEAR.*
Windlass *STEAM BY CLARK CHAPMAN & Co Ltd*

Ceiling in Holds, thickness and material *NONE FITTED.*
Cargo Battens, thickness, material and spacing *2" W.P 9" " HORIZONTAL*
HORIZONTAL SPARRING IN NOS. 1 & 5 HOLDS & TWEEN DECKS.
VERTICAL SPARRING IN NOS. 2, 3 & 4 HOLDS & TWEEN DECKS.

Cargo Hatchways. — (Upper Deck) *STEEL PLATES AND ANGLES*
Thickness of Hatches *3" SOLID COVERS.*

Size of No. 1 Hatchway (Forward) *20'3" x 18'0"* No. 2 *36'0" x 21'0"* No. 3 *15'3" x 20'0"* No. 4 *30'6" x 20'0"* No. 5 *22'10 1/2" x 20'0"* No. 6 *17'9 1/2" x 21'0"*

Number of Shifting Beams *and for Fore and Afters 3 WEBS IN NOS 1 & 5 HATCHES; 6 WEBS IN NO 2 HATCH; 2 WEBS IN NO 3 HATCH; 5 WEBS IN NO 4 HATCH; 3 WEBS IN BRIDGE HATCH.*

For WILLIAM HINGLEY & CO. LIMITED

Builder's Signature *W. Hingley*

GENERAL DECLARATION This vessel has been built in accordance with the approved plans and in general conformity with the Society's Rules for the class contemplated.

The workmanship is good and the materials used in the vessels construction are also good.

The freeboard has been verified and the marks cut in on the vessels sides.

The double bottom tanks, fore peak tank, after peak tank and deep tank have been tested by water to the rule requirements and found satisfactory.

The weather decks, W.T. Bulkheads, and shaft tunnel were hose tested & found satisfactory.

On 6th 1st 1925, after launching the vessel sustained damage stated to have been caused through striking dock wall on entering Rotherham dock, for particulars of repairs to vessel see the following page.

The amount of Entry Fee £ 10. : 0. : 0.
FREEBOARD. " 13. 0. 0.
Special Survey Fee.... £ 397. : 0. : 0.
DAMAGE SURVEY. 5. 5. 0.
Travelling Expenses, if any £ 1 : 7. : 11.
SUNDAY FEE 2. 2. 0.

Fees applied for, DAMAGE & S.A. Oct. 19. December 15. 1925.
Received by me, DAMAGE & S.A. Oct 26. December 17. 1925.

I am of opinion the Vessel should be Classed **100A1.**

State whether the Vessel has been built under Special Survey **YES.**
Signature *Kenneth Inglis & Co. Ltd*

Certificate to be sent to **GREENOCK.** Date of issue *24/12/25*

Committee's Minute **GLASGOW 22 DEC 1925**

Character assigned **100A1**

12.25

Lloyds A&CP

+ LMC 12.25

70. 11/13

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Lloyd's Register Foundation

0009 242

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.)

This vessel is a sister vessel of the S.S. "MAHRONDA" yard No 390 of Messrs Wm Hamilton & Co Ltd. & Ymk report No 18457.

The following plans are herewith enclosed together with Midship section & Profile & Deck plans of the vessel as built and the reports on. Forged Steel Rudder, Cast steel Stern frame & tiller.

Midship section, Profile & decks, Stern, Sternpost & Stern Casting, Rudder, Pillars and girders, Cruiser stern, Cargo doors, Tunnel, Quadrant & tiller. W. & Bulkheads, Bridge deck & 2nd Dk plating, Beam knees and tankside brackets, Deep tank overflow valve, & Pumping arrangement.

Plans of Sternpost & rudder should be returned to this office for dealing with the sister vessel No 396 now building by Messrs Hamilton & Co.

The following damage repairs were carried out:-

Forward end of vessel: 3 shell plates port & starboard renewed, 2 shell plates starboard side taken off, faired & replaced, 2 shell plates port side faired in place, Stern cut & part renewed with the necessary scarphs. Nos 1 & 2 frames from stern port & starboard taken out, faired & replaced, one breast hook renewed, 2 shell chocks taken out, faired & replaced.

Amidships Port side 3 shell plates taken off, faired & replaced, 2 bulb angle frames faired in place, 2 tank side brackets cut and part renewed, Watertight bulkhead wing plate cut & part renewed, bulkhead frame cut and part renewed, aft end of valve recess, 2 plates cut & part renewed.

R. Singh

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

1st Bower 58-2-23. J.G. : 40 : 8/3/22.
2nd „ 52-0-12 : D.D.W. : 375 : 28/5/25.
3rd „ 44-1-19 : D.D.W. : 310 : 28/4/25.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 46.33 ft., R.Q.D. ✓ ft., Bridge 157.58 ft., Forecastle 38.5 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ✓

No. and Material of Decks and No. of tiers of Beams (this information is to be given as it should appear in the Register Book)

2 DKS (STL) WITH 3RD DK (STL) IN M^OI HOLD.

Official No. 147,347. ; Signal Letters

If bottom of Vessel has been coated Inside YES. give

particulars of composition PORTLAND CEMENT ON BOTTOM FLOORS, CEMENT WASHED IN D.B TANK UNDER BOILERS. IN REMAINDER OF D.B TANKS CEMENT FILLETS ON BOTTOM AND FLOORS CEMENT WASHED.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	137.25	428.5	Fore peak tank,		76.4
Double bottom, under Engines and Boilers,	66.08	347.0	After peak tank,		92.65
Double bottom, if under Engines only,			Deep tank, aft,	35.6	1227.7
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	191.7	726.0	Other tanks, if fitted,		
	Total capacity of double bottom	1501.5	(If necessary, furnish further information by sketch.)		
	* The wells are not to be included in the lengths of the tanks.				
	398.03				

Order for Special Survey No 3136.

Date 13.11.24.

Dates of Surveys held while building

(1924) Nov. 24-26. Dec. 2-8. 9-16. 24-30. (1925) Jan. 9-20. 23. Feb. 17-25. 27. Mar. 16-23. 26. Apr. 27-16. 24-30. May 4-12-18. 20-22-25-27. June 2-5-10-11-12-16-26-29-30. July 21-22-27. 29-30. Aug. 4-7-12-13-14-17-23-26-27-28. Sept. 1-2-3-4-7-8. 9-11-14-15-16-18-22-25. Oct. 1-9-12-14-16-18. Nov. 4. Dec. 10-17.

Lloyd's Register

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