

Rpt. **WRECK**
SECTION

STEEL STEAMER OF MOTORSHIP

DEC 1930
The Lloyd's Register of Shipping
SECTION

State if Report has been sent on the Freeboard of the Vessel **No**

State if Report is sent on the Machinery of the Vessel **Yes**

Date of completion of report **29th Nov 1930**

Port of **Newcastle-on-Tyne**

No. **86497**

Survey held at **Newcastle-on-Tyne**

Date First Survey **23rd Jan**

Last Survey **26th Nov**

1930

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

single screw "ATTILA"

(machinery aft)

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

Full scantling

State Type of Erections **Disconnected**

TONNAGE under Tonnage Deck...

7269.35

CLASS **100A1**

State if with freeboard's condition of Class

no

Built at **Walker-on-Tyne**

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 460.0

Launched **7th Oct 1930** Yard No. **1066**

Total

Breadth (greatest moulded)

B 59.58

Builders **Sir W.G. Armstrong Whitworth & Co. (Shipbuilders) Ltd.**

Gross Tonnage

7912.99

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

D 33.58

Owners **Alf. Jakhellu**

Register Tonnage

4728.97

1st Longitudinal Number (L x D) = **15447**

Managers

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

2nd Numeral L x (B + D) = **42854**

Residence **Oslo**

REGISTERED DIMENSIONS.

FEET.

Length

461.0

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

-

Port of Registry **Oslo**

Breadth

59.8

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

13.70

If surveyed while building afloat, or in dry dock

Depth

33.9

Do. Long Bridge to top of keel

-

Draught Moulded **25' 9 3/4**

yes

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	Longitudinal		Bracket Floors, Frame		
" " from 1/3 length to Collision bulkhead	28 1/2		" " Reversed Frame		
" " in peaks	24		" " Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness amidships		
Frame Amidships, Angle, [or]	Longitudinal		" " top Angles		
" " Extends up to			" " bottom Angles		
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness		
" " Extends up to			Margin Plate depth (excl. of flange) and thickness		
Depth of Framing Girder			" " Vertical Angle to Tank side		
Frames in Uppermost Continuous 'tween Decks, Angle, [or]			Bracket abaft 1/2 len. from stem		
" " Second 'tween Decks, Angle, [or]			" " Vertical Angle to Tank side		
" " Third " " " "			Bracket forward 1/2 len. from stem		
Framing in Peaks, Angle or [	8 3 46		" " Gussets, spacing and scantling abaft 1/2 len. from stem		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships			" " Gussets, spacing and scantling forward 1/2 len. from stem		
State if Frame Joggled			Tank Side Brackets, height above base line at toe of Frame and thickness		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	Long framing		INNER BOTTOM PLATING.		
STRENGTHENING OF BOTTOM FORWARD. State Particulars	3 strakes bottom plating midships thickness, Double frames etc		Breadth and thickness of Middle Line Strake		
SINGLE BOTTOM.			Thickness of remainder in Holds		
Floors, Depth and thickness at mid-line 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?		
Height of Brackets at side above base line at toe of frame			BEAMS.		
Middle Line Keelson, on Floors, Angles, [or]			Uppermost Continuous Deck, amidships in Wells, Angle, [or]	Longitudinal	
" " Through Plate or Intercoastal Plate			" " in way of Bridge, Angle, [or]		
" " Foundation Plate on Floors			Spacing		
" " Flat Plate Keel Angles			Second Deck, amidships, Angle, [or]	Longitudinal	
Side Keelsons, No. each side			Spacing		
" " thickness of Intercoastal Plate			Third Deck, amidships, Angle, [or]		
" " Angles			Spacing		
DOUBLE BOTTOM.			Fourth Deck, amidships, Angle, [or]		
Solid Floors, thickness and spacing in engine space as	per plan		Spacing		
" " Are Frame and Reversed Frame joggled?			Poop Deck, Angle, [or]	7 1/2 3 35	(see plan)
Bracket Floors, breadth and thickness at middle line			Spacing	every frame	
" " breadth and thickness at margin plate			Bridge Deck, Angle, [or]	9 3 42	
			Spacing	alternate frames	
			Forecastle Deck, Angle, [or]	7 1/2 3 35	
			Spacing	every frame	

WRECK
SECTION
No

004206-004212-0187 1/4

MOTORSHIP "ATTILA"

PARTICULARS OF LONGITUDINAL FRAMING.

Newcastle-on-Tyne 86497

FRAMING.	AMIDSHIPS.			at ENDS.			AMIDSHIPS.			at ENDS.			RIVETING.		Rivets in Brackets to Bulkheads.			
	In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.		Number. Diameter.	
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Speng.	Inches.	Number.	Diameter.	
Framing of []																		
Frames in Bridge 'tween Decks ...	Transverse framing																	
Frames from Uppermost Continuous Deck No. 1	7	3½	.44	6	3½	.47	7	3½	.44	6½	3½	.36					7	⅜
" 2	"	"	"	"	"	"	"	"	"	"	"	"					"	"
" 3	"	"	"	2 nd Deck			"	"	"	2 nd Deck							"	"
" 4	8	"	.41	7	3½	.44	8	"	.41	7	3½	.44	⅞	5¼			●	"
" 5	8½	"	.43	7	"	N.B.S. 53	8½	"	.43	7½	"	.44	"	"			9	"
" 6	8½	"	.50	8	"	.44	8½	"	.50	8	"	.44	"	"	4" for 9		"	"
" 7	9	"	.44	8½	"	.40	9	"	.44	8½	"	.40	"	"	"		"	"
" 8	9½	"	.42	8½	"	.46	9½	"	.42	8½	"	.46	"	"	"		10	"
" 9	9½	"	.46	9	"	.40	9½	"	.46	9	"	.40	"	"	3½" for 9		"	"
" 10	9½	"	.52	9	"	.44	9½	"	.52	9	"	.44	"	"	"		"	"
" 11	10	"	.46	9	"	.48	10	"	.46	9	"	.48	"	"	"		"	"
" 12	12 × 4 × 4 × $\frac{50}{625}$			9½	"	.44	12	"	.48	9½	"	.44	"	"	"		16	"
" 13	12 × 4 × 4 × $\frac{475}{625}$						12 × 4 × 4 × $\frac{475}{625}$						"	"	"		16	"
" 15																		
" 16																		
Spacing of Longitudinal Frames	Amidships 30			At Ends 30			Amidships 30			At Ends 30								
Double Bottoms [] or []	<div style="display: flex; align-items: center;"> <div style="margin-right: 10px;"> Tank Top Longitudinals Bottom </div> </div>																	
Spacing of Longitudinals	Amidships			At Ends...														
Transverses.	<div style="display: flex; align-items: center;"> <div style="margin-right: 10px;"> In Bridge 'tween Decks In Upper 'tween Decks. In Hold. </div> <div> </div> </div>																	
Depth and Thickness	20½ .42			18 .38			20½ .42			18 .38								
Face Angles	3½ 3½ .42			3 3 .40			3½ 3½ .42			3 3 .40								
Lugs to Shell*	joggled 3½ 3 .42			3½ 3 .38			3½ 3 .42			3½ 3 .38			⅞	4				
Depth and Thickness	31 .46			27 .50			31 .46			27 .50								
Face Angles	7 4 .48			Double 9 3 .50			6½ 4 .52			Double 9 3 .50								
Lugs to Shell	joggled 6 6 .46			6 6 .50			6 6 .46			6 6 .50			⅞	4				
" " Back Bars	-			at lower ends			-			at lower ends								
Brackets	.46			.40			.46			.40								
Spacing of Transverse Frames	as per profile																	
Longitudinal Beams of []	<div style="display: flex; align-items: center;"> <div style="margin-right: 10px;"> Bridge Deck ... Upper Second Third </div> <div> Transverse Transverse Transverse Transverse </div> </div>																	
Bridge Deck	Transverse			Transverse			Transverse			Transverse								
Upper	6½ 3 .42			6½ 3 .42			6½ 3 .42			6½ 3 .42			30					
Second	7½ 3 .39			7½ 3 .39			7½ 3 .39			7½ 3 .39			30					
Third	-			-			-			-								

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

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.....	-									
" in 'tween Decks, Size and Spacing.....	-									
" " " " " <i>Centre line</i>										
" in Holds " " <i>bulkhead</i>										
" " " " " <i>Suplans</i>										
Centre Line Bulkhead.										
Stiffeners and Spacing.....	7	9	3	.61	<i>spaced 30"</i>					
Plating, thickness of .....				.48	.43					
STRINGERS AND DECKS.										
Uppermost Continuous Deck.										
Stringer Plate, breadth and thickness in Wells				65½	.72					
" " " " in way of Bridge				-						
" Angle in Wells	6	6		.72						
Thickness of Plating abreast Deck openings in way of Wells .....				.62						
Thickness of Plating abreast Deck openings in way of Bridge				-						
Thickness of Plating within line of openings...				.62						
If Sheathed, material and thickness				-						
Second Deck.										
Stringer Plate, breadth and thickness in Wells...				57½	.46					
Stringer Plate, breadth and thickness in way of Bridge										
Thickness of Plating abreast Deck openings in way of Bridge										
Thickness of Plating within line of openings...										
If Sheathed, material and thickness										
Third Deck.										
Stringer Plate, breadth and thickness.....										
If Plated, state thickness.....										
Fourth Deck.										
Stringer Plate, breadth and thickness.....										
If Plated, state thickness										
Poop Deck.										
Stringer Plate, breadth and thickness						37	.36			
Plating, Sheathing, material and thickness						40	<i>in way of oil</i>			
Bridge Deck.										
Stringer Plate, breadth and thickness.....						42	.42			
Plating, Sheathing, material and thickness .....							.34			
Forecastle Deck.										
Stringer Plate, breadth and thickness.....						43	.36			
Plating, Sheathing, material and thickness .....							.36			

SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?		RIVETS.		RIVETS.	
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.		No. OF ROWS OF RIVETS.		Diam.	Spacing cr. to cr.
	Inches.	Inches.	Inches.	Inches.						Inches.	Inches.
FLAT PLATE KEEL	53	.98	.78	.78		Double	1 4	5	1½	5	Lapped
" DBLG. (if any)	A, B and C strakes midship thickness (71) to collision bulkhead.										
BOTTOM PLATING, No. of Strakes .....		.64	.52	.52		Double	7/8 3½	4	7/8	3½	"
BILGE PLATING, No. of Strakes .....		.64	.52	.52		"	"	4	"	"	"
SIDE PLATING, No. of Strakes .....		.62	.49	.48		"	"	4	"	"	"
UPPER DECK, Sheer-strake in Wells	60	.92	.58	.48		"	1 4	5	1	4½	"
UPPER DECK, Sheer-strake in Bridge ...		1.10				"	1 4	5	1½	5½	"
STRAKE BELOW Sheer-strake in Wells	63½	.84	.49	.48		"	1 4	4	1	4	"
STRAKE BELOW Sheer-strake in Bridge ...	Plating increased in way of transverse framing as per approved plans					Double and Single	7/8 3½	2	7/8	3½	"
POOP SIDE PLATING .....			.62	.40		Single	3/4 3	2	3/4	2½	"
BRIDGE SIDE PLATING ...		.42				"	"	1	"	"	"
FORECASTLE SIDE PLATING			.42			"	"		"	"	"

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c) *17 (see pumps)*

" Deck next below *-*

As per Rule *17*

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks	.34	7	65-30-36	30	-
" " Second "			-		
" " Third "			-		
" " Holds .....	.50	42	3 webs @ side 9-3-44	30	
COLLISION (in Hold) .....	.53	30	Centre line bulkhead 10-3-40	24	
AFTER PEAK .....	.50	26	-	8½-3-50	24

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				
STEM				
STERN FRAME { Propeller Post				
{ Rudder				
RUDDER—A×D				
Speed of Vessel <i>11½ knots</i>				
RUDDER mainpiece at head ...				
" " heel ...				
" how constructed				
" double or single plate				
" coupling, vertical or horizontal				

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Donnan Long, Consett, Cumbria, England*

Cargo Fleet, Appleby, Skinningrove, South Durham, Reddingham, Partington, Colville, (open hearth process)

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

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EQUIPMENT No. 44237										LETTER CT	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.			
64059	1st Bower ...	77	3	19	-	-	-	57	12	2	0	Byer's stockless	T. 21/8/30 W. A. Drysdale
64058	2nd " ...	77	2	25	-	-	-	57	8	3	0	"	" " " " " "
63914	3rd " ...	65	2	10	-	-	-	51	5	0	0	"	" " " " " "
	Collective weight.	221	0	26									T 11/7/30 " "
18428	Stream	22	0	0	5	2	7	22	7	2	0	Rodger's	Kendrick Mole C 25/8/30 L. L. Wright

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.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.	
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Kilos	Fathoms.	Ins.	
34521	150	2 ⁷ / ₁₆	106 ⁹ / ₁₀	149 ⁵ / ₈	445-0-23			445-0-14			Stud link	Kendrick & Mole	C 25/8/30 L. Wright	TOWLINE...	130	5 ³ / ₄	96300	130	5 ³ / ₄	
34524	135	"	"	"	401-2-7			445-0-14	300	2 ⁷ / ₁₆	"	"	"	"	HAWSERS & WARPS	2-100	3	18290	2-100	2 ³ / ₄
33742	15	"	"	"	43-2-9						"	"	"	"	"	2-100	2 ³ / ₄	15750	2-100	2 ³ / ₄
		Cir.			Kilos			890-1-11	890-1-9	Cir.			C 11/11/29	"	"					
	120	5			59940					120	5			"	"					
	Steel Wire																			

Steering Gear, Steam *Edwin H^o (Wilson Pirie)* Steering Gear, Hand *Blocks Stacks*
Boats *2 lifeboats one dinghy* Steering Chains, Size and Test *-* Windlass *Clarke Chapman*
Ceiling in Holds, thickness and material *✓* Cargo Battens, thickness, material and spacing *✓*
Cargo Hatchways.—(Upper Deck) *Steel plates & angles* Thickness of Hatches *Steel plate*
Size of No. 1 Hatchway (Forward) *15'0" x 11'0"* No. 2 *and* No. 3 *oil tight* No. 4 *hatches* No. 5 No. 6
Number of Shifting Beams and/or Fore and Afters *✓*
For
SIR W. G. ARMSTRONG, WHITWORTH & CO. (SHIPBUILDERS), LTD.
Builder's Signature *James Stewart* MANAGING 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 *✓* 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 & with instructions as per Secretary's Letters, as well as with the Printed Rules. The materials & workmanship are good. All the oil tanks, cofferdams, bunkers, peak, deep & double bottom tanks have been tested as required by the Rules. The weather decks & T.T. bulkheads above the tanks have been satisfactorily tested. The approved plans are retained for reference in dealing with a sister vessel W-1068. 2 plans of sternframe & rudder also the pumping arrangement and 3 forging & casting certificates are forwarded herewith. Plans of the midship section & profile and decks of the vessel as built will be forwarded in due course. Oil fuel is carried in the bunkers & as per pumping arrangement plan - F.P. above 150° F. This vessel is similar to the same Builders M.V. "Anglo-Swede" Nive. Rpt. W-85442. Damage resulting from a fire alongside the ship when on the stocks. Repairs:—(On port side aft) W-2 plate in F, W-3 in G, W-2 in H, W-3 in I and K, W-3 and 4 in L and W-3 plate in M strake renewed; W-2 and 3 in E, W-2 in K and M also W-2 and 3 plates in N strake removed & replaced; W-2 in G, W-1 and 4 in N, W-4 in I strake, 4 top deck plates and 5 longitudinal frames failed in place. Minor repairs carried out.

The amount of Entry Fee £ 10 : 0 : 0 Fees applied for, *-1 DEC 1930*
Special Survey Fee.... £ 596 : 14 : 9 Received by me, *6.12.30*
Travelling Expenses, if any £ : :
State whether the Vessel has been built under Special Survey *yes* Signature *J. Macdonald. R.M. Scott.*
Certificate to be issued *Newcastle-on-Tyne* Date of issue *15/12/30*
I am of opinion the Vessel should be Classed *+ 100 A1*
"Carrying petroleum in bulk"

Committee's Minute
Character assigned

TUE. 9 DEC 1930

+ 100 A1

Carrying Petroleum in Bulk.

Write Note

Lloyd's arch., + dmb. 11.30 Cl.
oil exp. 2000-1500



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Lloyd's Register Foundation

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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.)

Rpt. 4b

2c.11.30.

Received by

VESSEL'S

The remar

Type

with

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

1st Bower 51 cuts 0 gns 17 lbs K.H. HP-5449 23/5/28.
2nd " 51 " 0 " 23 " M.B. HP-4127 26/3/30.
3rd " 41 " 3 " 24 " M.A.B. HP-4609 21/2/30.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 108 ft., R.Q.D. - ft., Bridge 29 ft., Forecastle 39.7 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *not connected*.

No. and Material of Decks (this information is to be given as it should appear in the Register Book) *2 D^{rs} (stl) live frames.*

Official No. ; Signal Letters

Is bottom of Vessel coated with cement *yes* *outside oil compartments.*

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capac Tons.
Double bottom, aft, <i>Feed water</i>	21.6	32.4	Fore peak tank,	23.7	134
Double bottom, under Engines and Boilers,			After peak tank,	35.7	179
Double bottom, if under Engines only,	37.0	181.2	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	38.0	387
Double bottom, forward,			Other tanks, if fitted,		
			(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. *5394*

Date *7.12.29*

Dates of Surveys held while building

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

Total No. of Visits *88*