

STEEL STEAMER or MOTORSHIP.

Received at London Office

7 JUL 1928

WRECK
SECTION 3
NoWRECK
SECTION
NoState 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

5th July 1928.

Port of

No. 82968

Survey held at

Wallsend-on-Tyne

Date First Survey

25th April 1927

Last Survey

5th July

1928.

On the

(State if Machinery fitted with or without Tonnage Opening)

"Coptic"

State Type (Built according to Complete Superstructure with or without Tonnage Opening)

State Type of Erections on Superstructure D⁴

TONNAGE under Tonnage Deck

7488.16

CLASS

100. A. 1.

State if with freeboard as condition of Class

Yes

Built at Wallsend-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 481.0

Breadth (greatest moulded)

B 64.0

Total

7488.16

Gross Tonnage

8281.32

Register Tonnage

5111.36

1st Longitudinal Number (L x D) = 20379

2nd Numeral L x (B + D) = 51163

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

18.9

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

11.22

Do. Long Bridge to top of keel

9.45

Draught Moulded

28-7/8

Launched 21st February 1928

Hull No. 1319

Builders Swan Hunter Wigham, Richardson & Co.

Owners Shaw Savill & Albion Co. Ltd.

Managers D²

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

Residence London.

Port of Registry Southampton.

X surveyed while building, afloat, or in dry dock

Built under Special Survey.

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	33	—	Bracket Floors, Frame		
" " from 1/2 length to Collision bulkhead	27	—	" " Reversed Frame		
" " in peaks	24	—	" " Vertical Struts		
IDE FRAMING.			Centre Girder, depth and thickness amidships	47 3/4	64
Frame Amidships, Angle, [or]	9 x 3 1/2 x 3 1/2	34/54	" " top Angles Double	3 1/2	3 1/2
" " Extends up to Upper Bridge Deck alternately		—	" " bottom Angles Double	5	5
Reversed Frame Amidships, Angle	4 3/2	34/30	Side Girders, No. each side and thickness	Two	46
" " Extends up to Third Deck		—	Margin Plate depth (excl. of flange) and thickness	4 1/2	60
Depth of Framing Girder	9" Channel	—	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	6	6
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	9 x 3 1/2 x 3 1/2	34/54	" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	6 3/2	3 1/2
" " Second 'tween Decks, Angle, [or]	Ditto	—	" " Gussets, spacing and scantling abaft 1/2 len. from stem		
" " Third " " " "		—	" " Gussets, spacing and scantling forward 1/2 len. from stem		
Framing in Peaks, Angle or [or]	9 3 1/2	39	Tank Side Brackets, height above base line at toe of Frame and thickness	6 1/2 x 50	—
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 5/2 x 6 D.	—	INNER BOTTOM PLATING.		
State if Frame Joggled	Joggled at peaks	—	Breadth and thickness of Middle Line Strake	58 x 58	50
PLATING ARRANGEMENTS (Sec. 7), state system and particulars	B.A. frames 10 x 3 1/2 x 4 1/2 Rev " " 4 1/2 x 5 1/2 x 4 1/2 2 Str. braced stringers 4 1/2 x 7 x 3 1/2 x 4 1/2 " " " " 4 1/2 x two ditto.	—	Thickness of remainder in Holds	50	46
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Floors every frame. Frames 6 1/2 x 50. 8 x 4 1/2 in. braced struts. 3 Strakes Shell P.T.S. increased.	—	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?	Double Bottom specially strengthened in way of oil engines.	—
DOUBLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships	8 x 3 1/2 x 3 1/2	32/52
Height of Brackets at side above base line at toe of frame			" " in Wells, Angle, [or]	8 x 3 1/2 x 3 1/2	32/52
Middle Line Keelson, on Floors, Angles, [or]			" " in way of Bridge, Angle, [or]	8 x 3 1/2 x 3 1/2	32/52
" " Through Plate or Intercoastal Plate			Spacing	Every frame	—
" " Foundation Plate on Floors			Second Deck, amidships, Angle, [or]	9 x 3 1/2 x 3 1/2	35/54
" " Flat Plate Keel Angles			Spacing	Every frame	—
Side Keelsons, No. each side			Third Deck, amidships, Angle, [or]	10 x 3 1/2 x 3 1/2	50/56
" " thickness of Intercoastal Plate			Spacing	Every frame	—
" " Angles			Fourth Deck, amidships, Angle, [or]		
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing	(E.R. 66) 4 1/2 Every frame	—	Peep Deck, Angle, [or]		
" " Are Frame and Reversed Frame joggled?	Yes	—	Spacing		
Bracket Floors, breadth and thickness at middle line			Bridge Deck, Angle, [or]	8 x 3 1/2 x 3 1/2	32/52
" " breadth and thickness at margin plate			Spacing	Every frame	—
			Forecastle Deck, Angle, [or]	10 x 3 1/2 x 3 1/2	48/56
			Spacing	Alternate frames	—

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.....	<i>Two Circular, Electric-Welded.</i>				Stringer Plate, breadth and thickness in way of Bridge	52	40	/	—
“ <i>Upper</i> in 'tween Decks, Size and Spacing.....	7' x 40	6' x 40			Thickness of Plating abreast Deck openings in way of Wells	42	32	/	—
“ <i>Lower</i> , “ “ “	14 x 52	14 x 52			Thickness of Plating abreast Deck openings in way of Bridge	36		/	—
“ in Holds “ “ “	10 x 46	—			Thickness of Plating within line of openings... <i>at Oil Fuel</i>	36		/	—
“ “ “ “ “	16 x 50	—			If Sheathed, material and thickness	42		/	—
	14 x 56	—				Note		/	—
	22 x 75	—						/	—
Centre Line Bulkhead Stiffeners and Spacing.....					Third Deck. Stringer Plate, breadth and thickness.....	52	40	/	—
Plating, thickness of					If Plated, state thickness... (<i>at Bridge 30</i>)	36	32	/	—
					<i>at oil fuel</i>	42		/	—
STRINGERS AND DECKS. Uppermost Continuous Deck. Stringer Plate, breadth and thickness in Wells	69	78	/	—	Fourth Deck. Stringer Plate, breadth and thickness.....			/	—
“ “ “ “ in way of Bridge	52	46	/	—	If Plated, state thickness.....			/	—
“ Angle in Wells	6	6	78	/	Peep Deck. Stringer Plate, breadth and thickness.....			/	—
Thickness of Plating abreast Deck openings } in way of Wells	55	36	/	—	Plating, Sheathing, material and thickness ...			/	—
Thickness of Plating abreast Deck openings } in way of Bridge	42		/	—	Bridge Deck. Stringer Plate, breadth and thickness.....	68	55	/	—
Thickness of Plating within line of openings... “ “ “ “ “ “ “ in Wells.	44		/	—	Plating, Sheathing, material and thickness ...	Plating 53/49		/	—
“ “ “ “ “ “ “ in Bridge.	36		/	—	Exposed sheathing P.P. 5x2 1/2 also sheathed @ Accommodation.			/	—
If Sheathed, material and thickness	None		/	—	Forecastle Deck. Stringer Plate, breadth and thickness.....	36 1/2	39	/	—
Second Deck. Stringer Plate, breadth and thickness in Wells...	52	46	/	—	Plating, Sheathing, material and thickness ...	Plating 30		/	—
					Sheathing P.P. 5x3			/	—

SHELL PLATING.

SCANTLINGS.						RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged?			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	56½	1.90	.81	.81	—	Double	1	3½	Quad. 7L	1	4	Lapped 14"
" Decks (if any)												
BOTTOM PLATING, No. of Strakes <i>7.4.11.11.</i>	72	.70	.60	.70	—	" "	7/8	3 10/16	Quad ½ L.	7/8	3½	" " 12"
	82½	.70	.55	.70								
	79	.70	.66	70 7/8								
	79	.70	.59	.79								
BILGE PLATING, No. of Strakes <i>7.4.11.11.</i>	73½	.75	.71	.70	—	" "	7/8	3 10/16	Quad ½ L. Tribble 7L	7/8	3½ 3 5/8	" " 12" " " 9"
	75	.73	.61	.68								
SIDE PLATING, No. of Strakes <i>7.4.11.11.</i>	76	.78	.51	.68	—	" "	7/8	3 10/16	Tribble 7L	7/8	3 5/8	" " 9"
	72	.68		.51								
	75	.68		.51								
	73	.68		.51								
UPPER DECK, Sheer- strake in Wells.....	75	.84	.51	.51	—	Bottom Edge. Del	1	3½	Quad ¾ L	1	4	" " 14"
UPPER DECK, Sheer- strake in Bridge ...	75	.73	—	—	—	Double	7/8	3 10/16	Quad	7/8	3½	" " 12"
STRAKE BELOW Sheer- strake in Wells.....	75	.79	.51	.51	—	Bottom Edge. Del	1	3½	Quad ¾ L	1	4	" " 14"
STRAKE BELOW Sheer- strake in Bridge ...	75	.68	—	—	—	Double	7/8	3 10/16	Quad	7/8	3½	" " 12"
POOP SIDE PLATING					Run down to deck.							
BRIDGE SIDE PLATING ...	51½	.64	.68	.68	—	Double	7/8	3 10/16	Tribble. 7L	7/8	3 5/8	" " 9"
	50	.64	.64	.64								
FOREC'TLE SIDE PLATING			.45		—	Single	7/8 1/4	3 5/8 7/8	Double	3/4	2 5/8	" " 5"

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

WATER-TIGHT BULKHEADS.										Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.	
Total No. of W.T. BULKHEADS in Vessel—														
Extending to Upper Deck (Sec. 3 c) <u>One</u>														
„ Deck next below <u>Seven</u>														
As per Rule <u>Eight.</u>														
The remaining Bulkheads constructed in accordance with the approved plans.		Plating Thickness.	STIFFENERS.											
			VERTICAL.		HORIZONTAL.									
			Scantlings.	Spacing.	Scantlings.	Spacing.								
MIDSHIP BULK'D, Upper tween-decks														
„	No. 95 „	Second „	29	0.2 36 3 1/2 6 x 3 x 37 32 1/2	—	—								
„	„	Third „												
„	„	Holds	38 1/4	Chan 32 10 x 3 x 35 D°	2. Semi-Box 33 x 40.	✓								
COLLISION		(in Hold)	34 1/2	0.2 36 3 1/2 7 x 3 x 40 24	10 Vertical. 3 Semi-Box 12 x 3 x 29 24	24 x 36.	✓							
AFTER PEAK		„	30 1/2	0.2 36 3 1/2 9 x 3 1/2 x 62 24	Tunnel Flat.	✓								
				25.3 x 3 x 36										
STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) <u>Open-hearth process.</u>													
	<u>South Durham, Colville, Consell, Dorman Long, Skinningrove, Bolckow Vaughan, Frodingham.</u>													
	<u>Cargo Fleet, Lanarkshire, Stewart & Lloyd.</u>													
	Has the Steel been tested as required by the Rules? <u>Yes.</u>													
KEEL, Bar										Flat	Plate Keel.		✓	
STEM										Rolled	11 x 24	Darlington Forge Co. Ltd.	—	
STERN FRAME { Propeller Post Brackets, Cast Steel, as per plan D°													✓	
STERN FRAME { Rudder „ Cast Steel as per plan D°													✓	
RUDDER—A x D										181.62	x 4.262	= 774	✓	
Speed of Vessel										14 1/2	Knots.		✓	
RUDDER mainpiece at head ...										Forged	13 1/2 x 15	Darlington Forge Co. Ltd.	—	
„ „ heel ...											10 1/2		✓	
„ „ how constructed										Forged & built.			✓	
„ „ double or single plate											1.16		✓	
„ „ coupling, vertical or horizontal											2.9 1/2 x 3 1/2		✓	

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.		
89768	1st Bower ...	96	3	21	Stockless.			66	2	2	0	85.833	Halls' Patent.	N. Hingley & Sons, I.P.H.N. 28-2-28.
87735	2nd " ...	95	3	17	" "			65	15	0	0	85.833	" "	" " L ^d . # Green. 30-6-28. " "
89072	3rd " ...	92	1	7	" "			64	10	0	0	85.833	" "	" " 21-6-27 " "
	Collective weight.	285	0	17	/							257.5		
89373	Stream	26	3	11	7	0	11	26	5	2	14	26	Common.	" " 4-10-27 " "

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.	Status- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.
80625	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts.	Fathoms.	Ins.	Stud	M. Hingley & Son	J.P.H.N. 6-10-27. H. Green.	TOWLINE.	Fathoms.	Ins.	Tons.	Fathoms.	Ins.
	150	2 3/8	120.9	169 1/2	522-0-12	520			" "	" " " "	" " 20-10-27 " "	HAWSEY & WARPS	4-130	5 1/2	88	130	6
80649	150	2 3/8	120.9	169 1/2	523-1-21	520			Link	" " " "	" " 20-10-27 " "	"	4-100	3 1/2	26	4-100	2 3/4
(Iron Stream) (Chain or Steel Wire)	300	2 5/8	-	-	1045 2-8	1040	300	2 5/8									
	120	5-	73	-	/		120	5 1/2									
					x 6 Strands = each				24 wires.		nixie Ropes certified by Hood, Haggett & Son Ltd.						

Steering Gear, Steam Electric Hydraulic, Four Rams, Brown B^{ros} Steering Gear, Hand None

Boats 2 Lifeboats 28'-0"
2 " 26'-0" Steering Chains, Size and Test None Electric Windlass J. H. Wilson & Co. Ltd.
Birkenhead.

Ceiling in Holds, thickness and material *No 1, 2, 3, 4, 5 Holds insulated Cargo Battens,* thickness, material and spacing *Bridge & Upper Tween D*
& No 6 Hold = Pine 6 x 2. Spaced 9".

Cargo Hatchways.—(Upper Deck) *Usual construction:—* Plates & angles **Thickness of Hatches** *Pine 2½"*

Size of No. 1 Hatchway (Forward) 18'-0" x 16'-6" No. 2 27'-6" x 16'-6" No. 3 16'-6" x 16'-6" No. 4 19'-3" x 16'-6" No. 5 22'-0" x 16'-6" No. 6 16'-6" x 16'-6"

Number of **Shifting Beams** and/or **Fore and Afters** *N^o 1, 3, 4, 6. Hatches = 3 vels. N^o 5. Hatch = 4 vels. N^o 2 Hatch = 5 vels.*
No fore & afters. **FOR SWAN, HUNTER & WIGHAM RICHARDSON, LD.**

Builder's Signature

GENERAL DECLARATION *This vessel has been constructed in accordance with the approved plans, the Secretary's Letters & in other respects in conformity with the Society's Rules & Regulations. The materials & workmanship are good.*


The weather decks, bulkheads, funnels & T doors, Mast Port Doors, Cargo Port Doors in Bridge & Upper Tween decks, The 2nd Deck & 3rd Deck in way of the insulated holds were all hosed & found satisfactory. The double bottom tanks, The double bottom cofferdams, The oil drain tank, The oil fuel bunkers & both the peak tanks were all tested as required by the Rules & found satisfactory.

The Freeboard assigned in the Secretary's Letter dated 20th February 1928 has been duly marked, verified & cut in on the vessels' side. Freeboard Report No 82391.

The hand pump to the top of the fore peak tank & the W. I. doors were tested & found in good order.

The requirements of Section 20 of the Rules for the carriage of oil fuel in the bunkers

The amount of Entry Fee	£	11	:	0	:	0.	Fees applied for, 18 JULY 1928 Received by me, 13.7.1928
Special Survey Fee....	£	407	:	0	:	6.	
<i>Freelboard.</i>		12		16		8.	
<i>Travelling Expenses, if any</i>	£		:		:		

I am of opinion the Vessel should be Classed  100. A. 1.
'with freeboard.

State whether the Vessel has been built under Special Survey Yes

Signature Thomas S. Shute.
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Newcastle-on-Tyne Date of issue 6/8/28

Committee's Minute

TUES. 10 JUL 1928

Character assigned

+ 100 A1. With Freeboard

Lloyd's Inc CP

+ LMC y. 28 cs
Oil Engines
SB-1000

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 the Plans should be embodied.)

+ certain of the double bottom tanks, have been carried out.
Nos. 1, 2, 3, 4, 5. Holds & Tween decks have been insulated to the 2nd Deck for the carriage of refrigerated cargo.

Duplicate Vessels:— M. V. "Lealandie" No. 1317 By the same Builders, with exception that in the present case, the Bridge Deck has been sheathed with pitch pine 5"x22" Newcastle 1st Entry Report No. 82545.

also the Fairfield S. B. & Eng. Co's No. 62546.

The approved plans (37 in number) are enclosed.

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

	C. & G. lbs.	with pins.
1st Bower	57-3-15	59-3-15
2nd "	63-0-26	60-0-5
3rd "	52-1-24	59-1-0

No. 3496. H. Berg 18-1-28.
" 306. D.D. Williamson 28-4-25.
" 576. " " 23-9-25.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge 173.26 ft., Forecastle 61.25 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated Complete Shelter D^h with tonnage opening at the aft end = 5'6" x 16'6". Bridge & Forecastle on Shelter D^h.

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 2 D^h (S.H.) + Shelter D^h (S.H.)

Official No. 149.312 ; Signal Letters
particulars of composition O.F. Double Bottom Tanks in Motor Room in way of O.F. Cross Bunker = Nil
bottom of Vessel coated with cement Hold D^h Bot^m if not given

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	118-3	299.	Fore peak tank,	—	109.
Double bottom, under Engines and Boilers,	60-6	399.	After peak tank,	—	60.
Double bottom, if under Engines only,			Deep tank, aft, Tween Deck Bunkers (P & S).	57-9	Total 5
Double bottom, if under Boilers only,			Deep tank, forward, Cross Bunker (3 tanks)	19-3	1058
Double bottom, forward,	228-9	873	Other tanks, if fitted,		
Total capacity of double bottom	1571		(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. 5191

Date 24.2.27

Dates of Surveys held while building

1927 Apr. 25. May 10. 13. 31. June 9. 29. July 1. 7. 11. 22. 27. Aug. 3. 9. 12. 16. 22. 26. Sept. 15. 21. 30.
Oct. 7. 13. 28. Nov. 2. 8. 10. 16. Dec. 2. 8. 13. 19. 22. 23. 28. 30. 1928 Jan. 4. 5. 6. 10. 11. 13. 17. 18. 20. 25. 27.
30. 31. Feb. 1. 2. 8. 10. 13. 14. 15. 16. 17. 20. 21. 22. 28. Mar. 2. 5. 6. 12. 15. 20. 28. Apr. 11. 23. 30. May 4.
14. 29. June 5. 8. 16. 18. 20. July 2. 5.

Total No. of Visits 81.