

STEEL STEAMER ~~OR MOTORSHIP~~

Received at London Office 27 SEP 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

25th Sept. 1928

Port of

Glasgow

No. 48411

Survey held at

Glasgow

Date First Survey

31. 1. 28

Last Survey

20th Sept

1928

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

S. S. "KERMA" (Machinery fitted Amidships)

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

Full Scantling

State Type of Erections O. B. & F. etc.

TONNAGE under Tonnage Deck...

4026.41

CLASS

100. A. 1.

State if with freeboard as condition of Class

No

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 370.00

Launched 21st Aug. 1928 Yard No. 831 M

Total

4026.41

Breadth (greatest moulded)

B 52.00

Builders D.W. Henderson & Co. Ltd.

Gross Tonnage

4333.26

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

D 28.25

Owners J. C. Strick & Co. Ltd.

Register Tonnage

2657.57

1st Longitudinal Number (L x D)

= 10452.5

Managers

Do

2nd Numeral L x (B + D)

= 29692.5

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

REGISTERED DIMENSIONS. FEET.

Length

370.0

Breadth

52.2

Depth

25.9

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

James 24.30
Mays 24.87

Residence

London

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

13.09

Port of Registry

London

Do. Long Bridge to top of keel

10.49

If surveyed while building, afloat, and in dry dock

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	27		Bracket Floors, Frame		
" " from $\frac{3}{4}$ length to Collision bulkhead	27		" " Reversed Frame		
" " in peaks	24		" " Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness amidships	40 1/2 x 50	
Frame Amidships, Angle, E or F	12 3 1/2 46		" " top Angle	Single 5 5 49	
" " Extends up to	Upper Deck		" " bottom Angle	Single 6 6 54	
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	One 42	Rule 37
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	38 x 47	34 1/2 x 47
Depth of Framing Girder	12		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	5 5 44	
Frames in Uppermost Continuous 'tween Decks, Angle, E or F			" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	5 5 44	
" " Second 'tween Decks, Angle, E or F			" " Gussets, spacing and scantling abaft 1/2 len. from stem	none	
" " Third			" " Gussets, spacing and scantling forward 1/2 len. from stem	24 x 24 x 37	
Framing in Peaks, Angle or F	7 3 1/2 41		Tank Side Brackets, height above base line at toe of Frame and thickness	27" apart 75 x 44	78"
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8", 64"		INNER BOTTOM PLATING.		
State if Frame Joggled	Yes		Breadth and thickness of Middle Line Strake	72 x 48	Rule 49 x 48
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	Deep frames 12 x 3 1/2 x 70 & 84 10th R.B. 7 x 3 1/2 x 70 4 side stringers		Thickness of remainder in Holds	40 to 36	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Bottom framed double braced shell midships thickness to be 1 1/2", add 1/2"		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	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle, E or F	10 3 1/2 49	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, E or F	9 3 1/2 54	
Middle Line Keelson, on Floors, Angles, E or F			Spacing	27	
" " Through Plate or Intercostal Plate			Second Deck, amidships, Angle, E or F		
" " Foundation Plate on Floors			Spacing		
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, E or F		
Side Keelsons, No. each side			Spacing		
" " thickness of Intercostal Plate			Fourth Deck, amidships, Angle, E or F		
" " Angles			Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, E or F	6 1/2 3 36	
Solid Floors, thickness and spacing	42 @ 27	37 Rule	Spacing	27 x 24	
" " Are Frame and Reversed Frame joggled?	Yes		Bridge Deck, Angle, E or F	8 1/2 3 39	
Bracket Floors, breadth and thickness at middle line			Spacing	27	
" " breadth and thickness at margin plate			Forecastle Deck, Angle, E or F	8 3 42	
			Spacing	24 and 24	

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.....		One ✓		Stringer Plate, breadth and thickness in way of Bridge			
" " " " " " " " " " " "				Thickness of Plating abreast Deck openings in way of Wells			
" " " " " " " " " " " "				Thickness of Plating abreast Deck openings in way of Bridge			
" " " " " " " " " " " "				Thickness of Plating within line of openings... ..			
" " " " " " " " " " " "				If Sheathed, material and thickness			
Centre Line Bulkhead.				Third Deck.			
Stiffeners and Spacing.....				Stringer Plate, breadth and thickness.....			
Plating, thickness of				If Plated, state thickness.....			
STRINGERS AND DECKS.				Fourth Deck.			
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness.....			
Stringer Plate, breadth and thickness in Wells	58	x .87 Rule 54x77		If Plated, state thickness			
" " " " " " " " " " " "	58	x .46 " 54x38		Poop Deck.			
" Angle in Wells	6	6 .94		Stringer Plate, breadth and thickness	70	x .37 Rule 34 x 34	
Thickness of Plating abreast Deck openings } in way of Wells77 Rule 68		Plating, Sheathing, material and thickness33 " .30	
Thickness of Plating abreast Deck openings } in way of Bridge50 and .42	Rule 41, 34		Bridge Deck.			
Thickness of Plating within line of openings...	.49	Rule 40		Stringer Plate, breadth and thickness.....	56	x .58 " 54x44	
If Sheathed, material and thickness				Plating, Sheathing, material and thickness42, .49, .60	- .50, .40, .34	
Second Deck.				Forecastle Deck.			
Stringer Plate, breadth and thickness in Wells...				Stringer Plate, breadth and thickness.....	57	x .37 " 34x34	
				Plating, Sheathing, material and thickness30 " .28	

SHELL PLATING.												
SCANTLINGS.						RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>No</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>48½</i>	<i>.70</i>	<i>.65</i>	<i>.65</i>		<i>Double</i>	<i>1</i>	<i>2¼</i>	<i>Four</i>	<i>1"</i>	<i>4"</i>	<i>Lapped</i>
" " Bldg. (if any)												
BOTTOM PLATING, No. of Strakes <i>Three</i>	<i>X .57</i>	<i>.45</i>	<i>2.48</i> <i>1.46</i>	<i>.45</i>	<i>Rule .45 at ends</i>	<i>Double</i>	<i>7/8</i>	<i>3⅝</i>	<i>Three</i>	<i>7/8</i>	<i>3⅝</i>	<i>"</i>
BILGE PLATING, No. of Strakes <i>Two</i>	<i>.57</i>	<i>.45</i>	<i>.48</i>	<i>.45</i>	<i>" .45 "</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
SIDE PLATING, No. of Strakes <i>One</i>	<i>.57</i>	<i>.43</i>	<i>.45</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>60</i>	<i>.84</i>	<i>.43</i>	<i>.43</i>		<i>"</i>	<i>1</i>	<i>2¾</i>	<i>Four</i>	<i>1"</i>	<i>4"</i>	<i>"</i>
UPPER DECK, Sheer-strake in Bridge ...	<i>.57</i>	<i>.</i>	<i>.</i>	<i>.</i>		<i>"</i>	<i>7/8</i>	<i>3⅜</i>	<i>Three</i>	<i>7/8</i>	<i>3⅜</i>	<i>"</i>
STRAKE BELOW Sheer-strake in Wells.....	<i>78</i>	<i>.72</i>	<i>.43</i>	<i>.43</i>		<i>"</i>	<i>1</i>	<i>2¾</i>	<i>Four</i>	<i>"</i>	<i>3½</i>	<i>"</i>
STRAKE BELOW Sheer-strake in Bridge ...	<i>.54</i>	<i>.</i>	<i>.</i>	<i>.</i>		<i>"</i>	<i>7/8</i>	<i>3⅜</i>	<i>Three</i>	<i>7/8</i>	<i>3⅜</i>	<i>"</i>
POOP SIDE PLATING			<i>.38</i>			<i>-</i>	<i>.</i>	<i>.</i>	<i>Two</i>	<i>¾</i>	<i>2⅝</i>	<i>-</i>
BRIDGE SIDE PLATING ...	<i>.54</i>					<i>-</i>	<i>.</i>	<i>.</i>	<i>Four</i>	<i>7/8</i>	<i>3½</i>	<i>"</i>
FORE'TLE SIDE PLATING			<i>.40</i>			<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>Two</i>	<i>¾</i>	<i>2⅝</i>	<i>"</i>

WATERTIGHT BULKHEADS.				FORGINGS and CASTINGS.				
Total No. of W.T. BULKHEADS in Vessel—				Casting or Forging.		Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
Extending to Upper Deck (Sec. 3 c)								
Deck next below								
As per Rule								
STIFFENERS.				KEEL, Bar				
Plating Thickness.		VERTICAL.		HORIZONTAL.				
		Scantlings.	Spacing.	Scantlings.	Spacing.			
MIDSHIP BULKH'D, Upper two decks				STEM				
Second				Stern Frame				
Third				Propeller Post				
Holds				Rudder				
COLLISION				RUDDER—A x D.				
(in Hold)				Speed of Vessel				
AFTER PEAK				RUDDER mainpiece at head				
				heel				
				how constructed				
				double or single plate				
				coupling, vertical or				
				horizontal				
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture).								
STEEL.								
Has the Steel been tested as required by the Rules?								

EQUIPMENT No. 30902-33												LETTER X	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.			
31200	1st Bower ...	56	2	0	Stockless			46	6	1	0		Byers Imp Stockless	not stated	Sunderland 11/18 Butler
31154	2nd „ ...	56	1	0	do			46	3	0	14	Collective	do	do	do 31/5/28 do
31285	3rd „ ...	48	0	7	do			41	4	0	7	Weight	do	do	do 13/5/28 do.
	Collective weight.	160	3	7								160	0	0	
43626	Stream	15	0	17	3	3	9	16	12	0	21	15	0	0	Ordinary John (Old Hill) 17/12/28 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.	Statu-tory.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.	Length.	Diam.				Length. Cir.	Tons.	Length. Cir.
	Fathoms. Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts.	Fathoms.	Ins.						Fathoms. Ins.		Fathoms. Ins.
41299	270 2 1/2	81 1/4	113 3/4	610-1-4	608 3/4	270	2 1/2	Stud link	John Green (Old Hill) Ltd. 17/12/28	Caldwell 17/12/28 Paul		TOWLINE.	120 4 1/2	41	120 4 1/2
												HAWSERS & WARPS	4-90 3	18.2	4-90 2 1/2
Stream Chain-Steel Wire	90 4 1/2	41				90	4 1/2	Stud A. Thomson Wire Black 16.							

Steering Gear, Steam *by Caldwell 16.* *Imaginary Efficient*

Boats *4* Steering Chains, Size and Test *1 1/2, 20 5/8 tons* Windlass *Steam by Clarke Chapman 16.*

Ceiling in Holds, thickness and material *2 1/2 pine* Cargo Battens, thickness, material and spacing *2" pine, 9" spacing*

Cargo Hatchways.—(Upper Deck) *Side coamings 36 x 50, into 144* Thickness of Hatches *3*

Size of No. 1 Hatchway (Forward) *29-3 x 20* No. 2 *31-6 x 20* No. 3 *13-6 x 18* No. 4 *31-6 x 20* No. 5 *29-3 x 20* No. 6 *—*

Number of Shifting Beams and/or Fore and Afters *Four webs in No. 1 & 5 hatches, 5 in No. 2 and 4, 2 in No. 3 hatch*

No fore and afters

DAVID & WILLIAM HENDERSON & CO. LIMITED

Builder's Signature *[Signature]* Secretary *[Signature]*

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.

Workmanship and materials are good

This vessel is 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 double bottom tanks and the forward and after peak tanks have been tested under water pressure as required by the Rules with satisfactory results. The weather decks, the watertight bulkheads and the tunnel have been tested by hose with good results. The freeboard marks have been riveted and cut in on the vessel's sides. The bottom forward of the 3/5th length has been strengthened in accordance with the Rules.

Record for Report P. Com.

The amount of Entry Fee £ *8 : 0 : 0* Fees applied for *26 SEP 1928*

Special Survey Fee £ *291 : 13 : 0* Received by me, *[Signature]*

Freeboard Travelling Expenses, if any £ *9 : 3 : 44* *2 10 1928*

I am of opinion the Vessel should be Classed *÷ 100. A. 1.*

State whether the Vessel has been built under Special Survey *Yes* Signature *George Nicol*

Certificate to be sent to *GLASGOW* Date of issue *3/10/28.* Surveyor to Lloyd's Register of Shipping.

Committee's Minute *GLASGOW 26 SEP 1928*

Character assigned *÷ 100A1*

9.28

Lloyd's A+C.P.

+ L.M.C. 9.28

[Signature]

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

