

Rpt. 1

WRECK  
SECTION  
No. 1014

# STEEL STEAMER OR MOTORSHIP

Received at London Office  
24 JUL 1946  
88042  
121

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 11th JULY 1946 Port of GLASGOW No. 70861  
Survey held at SCOTSTOWN, GLASGOW Date First Survey 21st MAY 1945 Last Survey 1st JULY 1946

On the SINGLE SCREW STEAMSHIP "MOUNTPARK"

State Type COMPLETE SUPERSTRUCTURE WITHOUT TONNAGE OPENING State Type of Erections TOPCANT FORECASTLE AND POOP

TONNAGE under Tonnage Deck ... 6106.06 CLASS 100 A.1 State if with freeboard as condition of Class WITH FREEBOARD Built at SCOTSTOWN, 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) 410.0 Launched 21st MARCH 1946 Yard No. 450  
Total 6106.06 Breadth (greatest moulded) 55.0 Builders MESSRS CHARLES CONNELL AND CO. LD.  
Gross Tonnage 6722.42 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) 36.75 (FOR NUMERALS) Owners THE DENHOLM LINE STEAMERS, LD.  
Register Tonnage 3875.56 1st Longitudinal Number (L x D) (410.0 x 36.75) 15068 Managers J. & J. DENHOLM, LD.  
2nd Numeral L x (B + D) 410 x (55.0 + 36.75) 37618 (Where necessary to be entered in Reg. Book)

REGISTERED DIMENSIONS. FEET  
length 415.8 Framing Depth "d," at middle of length. See Sec. 3 (1d) 23.58 Residence 37, RENFIELD ST., GLASGOW, C.2  
breadth 55.25 Proportions—Depth to Length—Uppermost continuous deck to top of keel 418 Port of Registry GREENOCK  
depth 33.9 Do. Long Bridge to top of keel 11.08 If surveyed while building, afloat, or in dry dock  
Draught Moulded 27.3 3/4 BUILDING, AFLOAT AND IN DRY DOCK.

## 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.....	31 ✓		Bracket Floors, Frame.....		
" " from 1/2 length amidships to Collision bulkhead.....	27 ✓		" " Reversed Frame.....		
" " in peaks.....	24 ✓		" " Vertical Struts.....		
SIDE FRAMING.			Centre Girder, depth and thickness amidships	50 1/2 x 49 ✓	
Frame Amidships, Angle, E or F.....	12 3 1/2 64 ✓	Upper Deck on alternate frames ✓	" " top Angles.....	3 1/2 3 1/2 48 Dble ✓	
" " Extends up to.....			" " bottom Angles.....	4 4 54 Dble ✓	
Reversed Frame Amidships, Angle.....	12 3 1/2 64 ✓	on alternate frames ✓	Side Girders, No. each side and thickness.....	One on each side, formed of 6 x 5 1/2 x 42 BA at top and 6 x 3 1/2 x 42 BA at bottom, with 6 x 3 x 42 BA about on every floor.	
" " Extends up to.....			Margin Plate depth (excl. of flange) and thickness.....	48 x 54 ✓	
Depth of Framing Girder.....	12 ✓		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem.....	3 1/2 3 1/2 44 Single ✓	
Frames in Uppermost Continuous 'tween Decks, Angle, E or F.....	12 3 1/2 64 ✓	on alternate frames ✓	" " Vertical Angle to Tank side Bracket from forward when from stem to Collision Bulkhead.....	6 6 50 Single ✓	
" " Second 'tween Decks, Angle, E or F.....			" " Gussets, spacing and scantling abaft 1/2 len. from stem.....	Continuous gusset 1 1/2 x 2 x 40 clear of oil fuel; 1 1/2 x 7 1/2 x 40 in way of oil fuel.	
" " Third.....			" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area.....	Continuous gusset 1 1/2 x 7 1/2 x 40 ✓	
" " from 1/2 len. for'd. to 15% len. from Stem.....	12 x 4 x 4 x 70 Chan ✓	Chan ✓	Tank Side Brackets, height above base line at toe of Frame and thickness.....	7'-0" x 44" ✓	
" " in Peaks, Angle or F.....	8 3 1/2 42 ✓	Chan ✓	INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships.....	3/8 dia. rivets spaced equivalent to 5 1/2" to suit multiple punch.	Yes ✓	Breadth and thickness of Middle Line Strake.....	79 3/4 x 50 ✓	
State if Frame Joggled.....	Yes ✓		Thickness of remainder in Holds.....	44 ✓	(increased in way of hatches in lieu of ceiling) ✓
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?.....	As approved ✓		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 ✓	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?.....	As approved ✓		BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships.....	8 3 1/2 48 ✓	
Floors, Depth and thickness at mid-line in Holds.....			" " Wells, Angle, E or F.....		
Height of Brackets at side above base line at toe of frame.....			" " in way of Bridge, Angle, E or F.....		
Middle Line Keelson, on Floors, Angles, E or F.....			Spacing.....	Every frame ✓	
" " Through Plate or Intercoastal Plate.....			Second Deck, amidships, Angle, E or F.....	8 3 1/2 43 ✓	
" " Foundation Plate on Floors.....			Spacing.....	Every frame ✓	
" " Flat Plate Keel Angles.....			Third Deck, amidships, Angle, E or F.....		
Side Keelsons, No. each side.....			Spacing.....		
" " thickness of Intercoastal Plate.....			Fourth Deck, amidships, Angle, E or F.....		
" " Angles.....			Spacing.....		
DOUBLE BOTTOM.			Poop Deck, Angle, E or F.....	11 3 1/2 52 ✓	
Solid Floors, thickness and spacing.....	40" on every frame ✓		Spacing.....	and as approved. On alternate frame ✓	
" " Are Frame and Reversed Frame joggled?.....	Yes ✓		Bridge Deck, Angle, E or F.....		
Bracket Floors, breadth and thickness at middle line.....			Spacing.....		
" " breadth and thickness at margin plate.....			Forecastle Deck, Angle, E or F.....	9 3 40 ✓	
			Spacing.....	and as approved. On alternate frame ✓	

(MADE IN ENGLAND.)

005187-005193-0086 1/2

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## 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 .....				
" " " " " "				
" " " " " "				
" " " " " "				
Centre Line Bulkhead, Stiffeners and Spacing .....				
Plating, thickness of .....				
STRINGERS AND DECKS.				
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness in Wells .....				
" " Angle in Wells .....				
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 .....				
Second Deck.				
Stringer Plate, breadth and thickness in Wells .....				
Plating, Sheathing, 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 .....				
Plating, Sheathing, material and thickness .....				
Bridge Deck.				
Stringer Plate, breadth and thickness .....				
Plating, Sheathing, material and thickness .....				
Forecastle Deck.				
Stringer Plate, breadth and thickness .....				
Plating, Sheathing, material and thickness .....				

## SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	UPPER EDGES. <small>State if joggled?</small>			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		<small>No.</small> 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.....	62	.80	.70	.70		Double	$\frac{7}{8}$	$3\frac{1}{2}$	4	1	4	Lapped (But welded at ends)	
Dble. (if any) .....													
Bottom Plating, No. of Strakes.....		.63	.50	.50		Double	$\frac{7}{8}$	$3\frac{1}{2}$	3	$\frac{7}{8}$	$3\frac{1}{2}$	Lapped	
Bilge Plating, No. of Strakes.....		.63	.50	.50		Double	$\frac{7}{8}$	$3\frac{1}{2}$	3	$\frac{7}{8}$	$3\frac{1}{2}$	Lapped	
Side Plating, No. of Strakes.....		.62	.45	.45		Double	$\frac{7}{8}$	$3\frac{1}{2}$	3	$\frac{7}{8}$	$3\frac{1}{2}$	Lapped	
Upper Deck, Sheer-strake in Wells.....	70 $\frac{1}{2}$	.72	.46	.46					4-3	$\frac{7}{8}$	$3\frac{1}{2}$	Lapped	
Upper Deck, Sheer-strake in Bridge.....													
Strake below Sheer-strake in Wells.....	74 $\frac{1}{2}$	.66	.46	.46		Double	$\frac{7}{8}$	$3\frac{1}{2}$	3	$\frac{7}{8}$	$3\frac{1}{2}$	Lapped	
Strake below Sheer-strake in Bridge.....									2	$\frac{3}{4}$	3	Lapped	
Poop Side Plating.....				.39									
Bridge Side Plating.....													
Forecastle Side Plating.....				.40		Single	$\frac{3}{4}$	3	1	$\frac{3}{4}$	3	Lapped	

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	8	<div style="border: 1px solid black; padding: 5px; display: inline-block;"> <u>NOTATION :-</u>  Coll. to U.Dk. 7 Bhs to Second Deck.  5 divisional W.T. Bhs in tween decks. </div>
Extending to Upper Deck (Sec. 3 c)	1	
„ „ Deck next below	7	
As per Rule	7	

(NOTE :- Divisional W.T. bulkheads in tween decks are intact.)

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Description from Approved Plans to be Noted.
KEEL, Bar .....	Roll'd Steel	10" x 2"		
STEM .....				
STERN FRAME { Propeller Post .....	Casting	No approved	The Steel Company	
{ Rudder .....		No approved	of Scotland, Ltd	
Speed of Vessel .....		11 Knots		
RUDDER—Type .....		Ordinary		
" A x D. (146 x 3.96) ✓		578		
" Diam. of head .....	Hoped Steel	11 1/2"	Dennytown Forge Co. Ltd	
" Mainpiece at top pintle .....	Constructed of mild steel plates		(Cast steel	
" " heel .....	and angles with cast steel		rudder arms	
" how constructed .....	rudder arms		Carntyne Steel	
✓ " double or single plate		Double (50" thick)	Casting Co. Ltd	
" coupling, vertical or		Vertical		
" horizontal .....				

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)

Cobill's, Ltd. : Dorman Long and Co. Ltd. : South Durham Steel and Iron Co. Ltd. : The Steel Company of Scotland, Ltd. :  
Appleby, Frodingham Steel Co. Ltd. : Cargo Fleet Iron Co. Ltd. : Bairds and Scottish Steel, Ltd. : The Lanarkshire Steel Co. Ltd.

Has the Steel been tested as required by the Rules? Yes.

EQUIPMENT No. 78502										LETTER at.										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	cwt.	qrs.	lbs.																
3032	1st Bower			68	2	7	Stockless			53	1	3	14	✓	68	Brown's Type	S. Taylor & Sons (Brimley Hill) Ltd.	Netherton : 5.12.45	J.D.R.										
3033	2nd "			68	3	21	Stockless			53	5	0	0	✓	68	Brown's Type	S. Taylor & Sons (Brimley Hill) Ltd.	Netherton : 5.12.45	J.D.R.										
3041	3rd "			60	0	14	Stockless			48	10	0	0	✓	58½	Brown's Type	S. Taylor & Sons (Brimley Hill) Ltd.	Netherton : 12.12.45	J.D.R.										
	Collective weight			197	2	14									194½														
3016	Stream			19	2	21	5	0	14	20	10	2	14	✓	19 ex stock	Rodgers' Type	S. Taylor & Sons (Brimley Hill) Ltd.	Netherton : 30.11.45	J.D.R.										

  

CHAIN CABLES.										HAWSERS AND WARPS.																
Number of Certificate.		Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and Size as offered.		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.	Break-ing.	Supplied.	Per Rule.			Length.	Diam.									Length.	Ins.	Tons.	Length.	Ins.		
6128		270	2	100-8	141-1	580	1	7	720¾	270	2	for 2½ ordinary	S. Taylor & Sons (Brimley Hill) Ltd.	Netherton : 19.12.45	J.D.R.	ROPELINE	120	4¾	(FSW)	64-6	120	4¾	(FSW)			
																			4@120	¾	(FSW)	29-7	2@90	2¾	(FSW)	
																			2@120	¾	(FSW)	25-7	2@90	2¾	(FSW)	
Stream		90	5/16	52-8	-	-	-	-	-	90	5/16															

  

Steering Gear, Type (Power or hand) Electro-Hydraulic by J. Hastie. (2 rams, 1 motor) Alternative Means of Steering Blocks and tackle led to after winch.

Steering Chains (Size and Test) Telemotor control Windlass Steam by Emerson Walker Boats 4 @ 25' 0" (1 fitted with motor)

Ceiling in Holds, thickness and material 2½" wood over ridge timbers only Cargo Battens, thickness, material and spacing None fitted, frames punched and cleats supplied.

Cargo Hatchways.—(Upper Deck) Steel coverings and angles Thickness of Hatches 2¼" wood

Size of Hatchways No. 1 (Fwd.) 29'-3" x 20'-0" No. 2 36'-2" x 20'-0" No. 3 25'-10" x 20'-0" No. 4 31'-0" x 20'-0" No. 5 28'-5" x 20'-0" No. 6

Number of Shifting Beams } 5 ✓ 6 ✓ 4 ✓ 5 ✓ 5 ✓  
and/or Fore and Afters }

Builder's Signature Charles Cunell DIRECTOR

  

**GENERAL DECLARATION.** It should be stated (a) whether the vessel (if not a motorship) 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. No The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).

This ship has been built in conformity with the Society's Rules and Regulations and the Secretary's letters. The scantlings and arrangements are in accordance with, or equivalent to, those shown on the approved plans.

The materials and workmanship are good.

The double bottom tanks, cofferdams, deep tanks amidships and abreast tunnel, and fore and after peak tanks were tested as required by the Rules and found tight and satisfactory.

Oil fuel is carried in Nos 2, 3 and 4 double bottom tanks, deep tanks amidships and abreast tunnel; flash point of oil above 150°F.; Section 20 of the Rules complied with where applicable.

Weather decks, shaft tunnel and W.I. bulkheads were hose tested and found tight and satisfactory.

Freeboard verified and marks cut in.

Windlass and steering gear tried under working conditions and found satisfactory.

Note :- Frames punched for sparring cleats, cleats supplied but not fitted, cargo battens are to be fitted at the first opportunity.

  

The amount of Entry Fee..... £ 10 : 0 : 0	Fees applied for,	(Special notations, where part of class, to be stated.)
Special Survey Fee..... £ 368 : 1 : 0	Received by me,	
Freeboard Travelling Expenses, if any ..... £ 17 : 0 : 0	19 .....	

I am of opinion the Vessel should be Classed +100 A.I. WITH FREEBOARD.

State whether the Vessel has been built under Special Survey Yes

Certificate to be sent to Glasgow Date of issue 13/8/46

Signature James M. Winders  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 25 JUL 1946

Character assigned -1-100 A1 7.46  
with freeboard

Lloyds A.C.P. -1- Lmc 6.46 Spt.  
Fitted for oil fuel 6.46 I.P. above 150°

Note:- Cgo. blws

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 are applicable to this vessel and are forwarded herewith:-

- ✓ Midship Section
- ✓ Profile and Decks
- ✓ Stern Plan
- ✓ Sternframe
- ✓ Rudder
- ✓ After End Framing
- ✓ M.L. Grain Bulkhead
- ✓ Watertight and Oiltight Bulkheads
- ✓ Pumping Plan
- ✓ Oil Fuel Settling Tanks
- ✓ Emergency Steering Tackle
- ✓ Details of Electric Welding
- ✓ Midship Houses
- ✓ Boat Deck and Sidehouses

Plan of Midship Section, (as fitted), forwarded in advance.

See also accompanying Report 8 re damage sustained when vessel was launched.  
The Builders state that the Owners consent was received to the application of the requirements of Notice N° 1820.

The following forgings and castings reports are applicable to this vessel and are attached herewith:-

- ✓ Sternframe
- ✓ Rudder Stock
- ✓ Top Rudder Arm
- ✓ Bottom Rudder Arm
- ✓ Millers

PARTICULARS OF ELECTRIC WELDING (if employed) Stringer plate chocks at Second Deck; W.T. and O.T. hold bulkheads, including stiffeners to inner bottom (except fore and after peak bulkheads); W.T. divisional tween deck bulkheads; heads and heels of hold and tween deck pillars; tunnel side plating to inner bottom; tunnel stiffeners; auxiliary engine seats; deck girder tripping brackets; oil fuel settling tanks; gusset plate to tank margin; O.T. flat in N° 5 Hold; tunnel side plating in way of N° 5 Hold; boiler stools to tank top; poop and fore-castle front bulkheads; midship deckhouses, and other minor details.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. With Freeboard. Fitted for oil fuel 6.46, F.P. above 150° F. Cruiser Stern. Lloyd's A and C.P. Wireless. Echo Sounding. Direction Finder. Gyro Compass. See Page 2 for notation re bulkheads. Special Reasons List:—Cargo battens to be fitted at the first opportunity in holds and tween decks.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	42 - 3 - 20	: R.D.D. :	30852	: 21.9.39.	(ANTWERP)
	2nd "	43 - 0 - 16	: R.D.D. :	30854	: 21.9.39.	(ANTWERP)
	3rd "	36 - 3 - 17	: E.E. :	10386	: 13.10.39.	(ANTWERP)

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 40.67 ft., R.Q.D. - ft., Bridge - ft., Fore-castle 29.79 ft. (in feet and tenths). When the Poop or Fore-castle are joined to the B.D., this should be distinctly stated. 33.46 See letter 21/8/

Official No. 181223 Signal Letters Extreme Breadth over Belting (Circ. 1611) Over-all Length 431' 9" (Circ. 1703)  
No. and Material of Decks Two Steel  
Parts of Bottom of Vessel coated with cement or approved composition Portland cement in fore and after peak tanks, double bottom feed water tanks and double bottom cofferdams; elsewhere double bottom tanks cement washed, except in way of oil fuel tanks where it is uncoated.  
Particulars of composition (if fitted) and of approval

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast, (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
Double bottom, aft, (Nos 15-63)	124.0	386	Fore peak tank, (Nos 155-Stem)	25.0	208
Double bottom, under Engines and Boilers, (Nos 63-79)	41.3	207	After peak tank, (Nos 2-13)	22.0	248
Double bottom, if under Engines only,			Deep tank, aft, abreast tunnel, (Nos 13-38 Port)	49.1	188
Double bottom, if under Boilers only,			Deep tank, forward, (Nos 18-38 Starboard)	51.7	167
Double bottom, forward, (Nos 79-155)	187.7	779	Other tanks, if fitted,		355
Total length (if continuous) and Capacity	353.0	1372	(If necessary furnish further information by sketch.)		

Order for Special Survey No. 6713

Date 27.9.43

Dates of Surveys held while building

19.4.5 May 21.23 Jun 1.19 May 21.23 Jun 10.28 Oct 3.10 Nov 7.20 Dec 17.29 Dec 7.10.11.17.23 (1944) Jan 8.10.16.18.24.25.28.29.31 Feb 4.5.7.11.14.19.21.26.28 Mar 4.5.7.11.12.15.17.19.20.21 Apr 9.10.17.24 May 6.14.16.29 Jun 1.2.3.6.7.11.12 Jan 1

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Total No. of Visits 68