

STEEL STEAMER or MOTORSHIP.

-3 OCT 1929

Received at London Office

WRECK

SECTION

Date of completion of report

Survey held at *Dumbarton*Port of *Glasgow*No. *49652*Date First Survey *5. 10. 28*Last Survey *24. 9. 1929*

On the (State if Machinery fitted Aft and)

Sec. M.V. "ARMADALE" *Single Screw*

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

*Complete superstructure with tonnage openings*State Type of Erections *Sheets etc.*

TONNAGE under Tonnage Deck

CLASS *100 A1*State if with freeboard as condition of Class *with*Built at *Dumbarton*

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 410*Launched *6th August 1929* Yard No. *1223*

Total

Breadth (greatest moulded) *B 54*Builders *Wm Denny & Sons*

Gross Tonnage

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 37.8*Owners *Australind Steam Shipping Co. Ltd.*

Register Tonnage

1st Longitudinal Number (L x D) *= 15498*Managers *Winder Anderson & Co.*

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

2nd Numeral L x (B + D) *= 37638*

Residence

REGISTERED DIMENSIONS.

FEET.

Length

*410.5*Framing Depth "d," at middle of length. See Sec. 3 (1d) *17.0*

Breadth

*54.25*Proportions—Depth to Length—Uppermost continuous deck to top of keel *10.74*Port of Registry *London*

Depth

*25.75*Draught Moulded *26 0 4*If surveyed while building, afloat, *+* 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	<i>32</i>		Bracket Floors, Frame	<i>7 3 1/2 37.5</i>	
" " from 1/2 length to Collision bulkhead	<i>27</i>		" " Reversed Frame	<i>6 3 40</i>	
" " in peaks	<i>24</i>		" " Vertical Struts	<i>10 3 1/2 3 1/2 42</i>	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>44 1/2 50</i>	
Frame Amidships, Angle, <i>E or C</i>	<i>10 1/2 3 1/2 46</i>		" " top Angles	<i>3 1/2 3 1/2 54</i>	
" " Extends up to <i>every 3rd frame to upper deck</i>			" " bottom Angles	<i>5 5 58</i>	
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	<i>one 42</i>	
" " Extends up to <i>every 3rd frame to upper deck</i>			Margin Plate depth (excl. of flange) and thickness	<i>42 54</i>	
Depth of Framing Girder	<i>10 1/2</i>		" " Vertical Angle to Tank side	<i>3 1/2 3 1/2 48</i>	
Frames in Uppermost Continuous 'tween Decks, Angle, <i>E or C</i>	<i>6 3 1/2 32</i>		" " Vertical Angle to Tank side	<i>6 6 51</i>	
" " Second 'tween Decks, Angle, <i>E or C</i>	<i>6 3 1/2 32</i>		" " Gussets, spacing and scantling	<i>abft 1/2 len. from stem</i>	
" " Third " " " "	<i>10 1/2 3 1/2 46</i>		" " Gussets, spacing and scantling	<i>forward 1/2 len. from stem</i>	
Framing in Peaks, Angle or <i>C</i>	<i>8 3 1/2 38</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>71 48</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>7/8 54</i>		INNER BOTTOM PLATING.		
State if Frame Joggled	<i>Yes</i>		Breadth and thickness of Middle Line Strake	<i>54 72 52</i>	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>See frame cl. as approved</i>		Thickness of remainder in Holds	<i>44</i>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Double angled frames cl. shell increased in thickness from on every frame as approved</i>		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?	<i>Yes</i>	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships	<i>8 3 35</i>	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, <i>E or C</i>		
Middle Line Keelson, on Floors, Angles, <i>E or C</i>			Spacing	<i>32</i>	
" " Through Plate or Intercoastal Plate			Second Deck, amidships, Angle, <i>E or C</i>	<i>9 3 1/2 38</i>	
" " Foundation Plate on Floors			Spacing	<i>32</i>	
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, <i>E or C</i>	<i>9 3 1/2 38</i>	
Side Keelsons, No. each side			Spacing	<i>32</i>	
" thickness of Intercoastal Plate			Fourth Deck, amidships, Angle, <i>E or C</i>		
" Angles			Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, <i>E or C</i>		
Solid Floors, thickness and spacing	<i>42 96</i>		Spacing		
" " Are Frame and Reversed Frame joggled?	<i>Yes</i>		Bridge Deck, Angle, <i>E or C</i>		
Bracket Floors, breadth and thickness at middle line	<i>33 x 42</i>		Spacing		
" " breadth and thickness at margin plate	<i>33 x 42</i>		Forecastle Deck, Angle, <i>E or C</i>		
			Spacing		

WRECK
SECTION
No. *838*WRECK
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Lloyd's Register
Foundation

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.....	Two			Stringer Plate, breadth and thickness in way of Bridge			
" in 'tween Decks, Size and Spacing....	wide apart			Thickness of Plating abreast Deck openings) in way of Wells	✓	36	
" " " " "	narrow pillars			Thickness of Plating abreast Deck openings) in way of Bridge	✓		
" in Holds " "	and string			Thickness of Plating within line of openings...	✓	34	
" " " "	findings			If Sheathed, material and thickness	✓		
Centre Line Bulkhead.				Third Deck.			
Stiffeners and Spacing.....	✓			Stringer Plate, breadth and thickness.....	36	34	
Plating, thickness of	✓			If Plated, state thickness.....	✓	30	
STRINGERS AND DECKS.				Fourth Deck.			
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness.....			
Stringer Plate, breadth and thickness in Wells	59	58	✓	If Plated, state thickness			
" " " " in way of Bridge	✓			Poop Deck.			
" Angle in Wells	6	6	58 ✓	Stringer Plate, breadth and thickness			
Thickness of Plating abreast Deck openings) in way of Wells	✓	44	✓	Plating, Sheathing, material and thickness ...			
Thickness of Plating abreast Deck openings) in way of Bridge	✓			Bridge Deck.			
Thickness of Plating within line of openings...	✓	38	✓	Stringer Plate, breadth and thickness.....			
If Sheathed, material and thickness	✓			Plating, Sheathing, material and thickness ...			
Second Deck.				Forecastle Deck.			
Stringer Plate, breadth and thickness in Wells...	48	40	✓	Stringer Plate, breadth and thickness.....			
				Plating, Sheathing, material and thickness ...			

SHELL PLATING.

[illegible]

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— 7
 Extending to Upper Deck (Sec. 3 c) 1
 " Deck next below 6
 As per Rule 7

		Plating Thickness.	STIFFENERS.			
			VERTICAL.	HORIZONTAL.		
				Scantlings.	Spacing.	Scantlings
MIDSHIP BULKHEAD, Upper tween decks						
"	" Second "	27	5-3-43	30		
"	" Third "					
"	ho 63 B.W. Holds	39-30	9-3-52	30		
COLLISION " (in Hold)		55-37	12-3-49	24	Chains locker Ke	
AFTER PEAK " "		44-30	8-3-50	24	General Room 20f	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		Flat plate	Kyle	
STEM		Roller steel 10 x 2 1/2	Wm. Macdonald	
STEERN FRAME {	Propeller Post	Forging 10 1/2 x 8 1/2	Bennyslain	
	Rudder	9 x 8 1/2	Ing.	
RUDDER—A x D				
Speed of Vessel	10 K.			
RUDDER mainpiece at head ...	Forging	8 1/2	Bennyslain Forgs	
" " heel	(3 arm Forgs 4 arm Cast Plate)	10 7/8 8 1/4	Wm. Macdonald & Co. casting	
" how constructed		Balanced reaction rudder		
" double or single plate		Single plate		
" coupling, vertical or horizontal		Sealed		

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *open hearth process*
James Long Steel Co. of Scotland, Clyde Works, Bears & Partners, Jas. Dunlop, Lanarkshire, Co. West
Columbia Steel & Iron Works
Has the Steel been tested as required by the Rules? *Yes*

EQUIPMENT No. 382/235												LETTER af		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.			
62040	1st Bower ...	69	3	0	50	0	0	53	12	2	0	68.0.0	Bulammie	R Sykes & Son Ltd	21.3.29 Drysdale
61875	2nd „ ...	66	2	7	„	„	„	51	16	1	0	68.0.0	„	„	6.2.29
61954	3rd „ ...	58	2	7	„	„	„	47	10	0	0	58.2.0	„	„	5.3.29
	Collective weight	194	3	14								194.2.0			
61983	Stream	19	0	21	5	0	0	19	19	2	21	19.0.0	Common	R Sykes & Son Ltd	11.3.29 Drysdale

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.					Cir.	Length.		Cir.	
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
32923	270	2 1/2	96 1/4	134 3/4	726.0.	14		720.3.0	270	2 1/2	Slid	R. Sykes & Son Ltd.	Cardiff 20.3.29 Jones	TOWLINE Spec F.S.W.	120	3/4	68.5	120	3/4
														HAWSERS & WARPS	(2) 90	3	18	(2) 90	2 3/4
															(2) 90	8"	manila		
															(4) 90	7"	manila	(2) 90.	7"
Iron Stream Chain or Steel Wire	90	4 1/2	59	Spec. F.S.W.					90	4 1/2	Spec F.S.W.								

Steering Gear, Steam *by Harlin 870* Steering Gear, Hand *Relieving tackle*

Boats *4* Steering Chains, Size and Test ☒ Windlass *Clark Chapman (Sliding)*

Ceiling in Holds, thickness and material *One timber 2 1/2 Pine* Cargo Battens, thickness, material and spacing *2 Pine 8 and 9*

Cargo Hatchways.—(Upper Deck) *Slid plate & angle* Thickness of Hatches *3"*

Size of No. 1 Hatchway (Forward) *27'0" x 18'0"* No. 2 *32'0" x 18'0"* No. 3 *13'4" x 18'0"* No. 4 *32'0" x 18'0"* No. 5 *24'0" x 18'0"* No. 6

Number of Shifting Beams and/or Fore and Afters *two 1 x 5 from web, two 2 x 4 five web, two 3 two web*

FOR WILLIAM DENNY & BROTHERS LIMITED.

Builder's Signature *[Signature]*

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel *Self-Boiler* (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.

The workmanship and materials are good

fuel carried in double bottom forward and aft of machinery space

This vessel has been built in accordance with the approved plans, the Secretary's letter and in conformity with the Rules for the class contemplated

The double bottom tanks, peak tanks, bulk tanks, bulkheads & tunnel have been tested as required by the Rules

Keelboard cut in on both sides and verified

Double Keel forward of mech space

The amount of Entry Fee *£ 9 : 0 : 0* Fees applied for, **2 OCT 1929** *asm*

Special Survey Fee *£ 326 : 13 : 0* Received by me, *[Signature]* I am of opinion the Vessel should be Classed *100 A1 with Freeb.*

Freeboard 10-1-8

Travelling Expenses, if any *£* *11.10.1929*

State whether the Vessel has been built under Special Survey *No* Signature *J.M. Duvigneau*

GLASGOW Date of issue *14/10/29* Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *GLASGOW* Committee's Minute *GLASGOW 2 Oct 1929* *TRH*

Character assigned *100 A1*

With freeboard 525 8 111

9.29.

Lloyd's Assoc

+ L.M.C. 9.29.

2 DB-125 lb.

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