

STEEL STEAMER MOTORSHIP.

Received at London Office 17 MAY 1932

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 10th May 1932

Port of NEWCASTLE-ON-TYNE

No. 88602

Survey held at Wallsend-on-Tyne

Date First Survey 2nd December 1931

Last Survey

9th May 1932

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

Belle Isle

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

Not full scantlings

State Type of Erections Bridge & Poop connected Forecastle

TONNAGE under 1331.93
Tonnage Deck...CLASS 100 A.I. State if with freeboard as condition of Class Yes
Strong framed for navigation in ice

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 245.0

Breadth (greatest moulded) B 37.5

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 21.0

1st Longitudinal Number (L x D) = 5145

2nd Numeral L x (B + D) = 14332

Framing Depth "d" at middle of length. See Sec. 3 (1d) 2nd D² = 18.3

Proportions—Depth to Length—Uppermost continuous deck to top of keel 11.66

Do. Long Bridge to top of keel 8.6

Draught Moulded 15'-2 3/8"

Built at Wallsend-on-Tyne

Launched 4th April 1932 Yard No. 1475

Builders Swan Hunter & Wigham Richardson & Co.

Owners Swan Hunter & Wigham Richardson Ltd.

Managers

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

Residence

Port of Registry

Newcastle

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.
IES, Spacing amidships	24	—	Bracket Floors, Frame	B.a. 6 3 36	—
" from 1/3 length to Collision bulkhead	24	—	" " Reversed Frame	B.a. 6 3 36	5 1/2 x 3 x 36
" in peaks	24	—	" " Vertical Struts	B.a. 6 3 36	5 1/2 x 3 x 36
FRAMING.			Centre Girder, depth and thickness amidships	32 1/2 41	—
me Amidships, Angle E or F	8 3 35	—	" " top Angles	Single 3 3 39	—
" Extends up to	Upper Deck	—	" " bottom Angles	Single 3 3 41	—
Second Deck	7 3 48	—	Side Girders, No. each side and thickness	One 31	—
Third Deck	3 3 28	—	Margin Plate depth (excl. of flange) and thickness	28 37	2 1/2 x 25 x 37
Fourth Deck	3 3 28	—	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	3 3 31	—
Fifth Deck	3 3 28	—	" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	3 3 31	—
Sixth Deck	3 3 28	—	" " Gussets, spacing and scantling abaft 1/2 len. from stem	None	—
Seventh Deck	3 3 28	—	" " Gussets, spacing and scantling forward 1/2 len. from stem	None	—
Eighth Deck	3 3 28	—	Tank Side Brackets, height above base line at toe of Frame and thickness	3 6 x 33 7 35	—
Ninth Deck	3 3 28	—	INNER BOTTOM PLATING.		
Tenth Deck	3 3 28	—	Breadth and thickness of Middle Line Strake	42 37	—
Eleventh Deck	3 3 28	—	Engine Room	1 0 47 40	—
Twelfth Deck	3 3 28	—	Boiler Room	4 7 33 31	—
Thirteenth Deck	3 3 28	—	Thickness of remainder in Holds	4 7 33 31	—
Fourteenth Deck	3 3 28	—	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	—
Fifteenth Deck	3 3 28	—	BEAMS.		
Sixteenth Deck	3 3 28	—	Uppermost Continuous Deck, amidships	6 3 34	—
Seventeenth Deck	3 3 28	—	" " in Wells, Angle E or F	Spaced 24	—
Eighteenth Deck	3 3 28	—	" " in way of Bridge, Angle E or F	8 3 33	—
Nineteenth Deck	3 3 28	—	" " Spacing	Spaced 48	—
Twentieth Deck	3 3 28	—	" " Spacing	5 1/2 3 32	—
Twenty-first Deck	3 3 28	—	" " Spacing	Spaced 24	—
Twenty-second Deck	3 3 28	—	Second Deck, amidships, Angle E or F	9 3 46 42	—
Twenty-third Deck	3 3 28	—	" " Forward Holds only	48	—
Twenty-fourth Deck	3 3 28	—	" " Spacing	48	—
Twenty-fifth Deck	3 3 28	—	Third Deck, amidships, Angle E or F		—
Twenty-sixth Deck	3 3 28	—	" " Spacing	Shade Deck B.a. 6 1/2 x 3 x 30	6 1/2 x 3 x 30
Twenty-seventh Deck	3 3 28	—	" " Spacing	Spaced 48	—
Twenty-eighth Deck	3 3 28	—	Fourth Deck, amidships, Angle E or F		—
Twenty-ninth Deck	3 3 28	—	" " Spacing		—
Thirtieth Deck	3 3 28	—	Poop Deck, Angle E or F	7 3 35	—
Thirty-first Deck	3 3 28	—	" " Spacing	48	—
Thirty-second Deck	3 3 28	—	Bridge Deck, Angle E or F	7 3 35	—
Thirty-third Deck	3 3 28	—	" " Spacing	48	—
Thirty-fourth Deck	3 3 28	—	Forecastle Deck, Angle E or F	6 1/2 3 34	—
Thirty-fifth Deck	3 3 28	—	" " Spacing	48	—

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>None</i>					Stringer Plate, breadth and thickness in way of Bridge	69	34	—	
" in 'tween Decks, Size and Spacing..... <i>Forward Holds.</i>	2 $\frac{5}{8}$	S = 48"	—		Thickness of Plating abreast Deck openings in way of Wells.....	34	✓	—	
" " " " "					Thickness of Plating abreast Deck openings in way of Bridge	34	✓	—	
" in Holds " " <i>Fore = 38, Aft 34"</i>		<i>Spaced 48"</i>	—		Thickness of Plating within line of openings...	34	✓	—	
" " <i>Special pillars at Hatch Corners & strengthened hatch side coaming.</i>			—		If Sheathed, material and thickness	None		—	
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.					<i>Shade Deck</i> Stringer Plate, breadth and thickness.....	30 $\frac{1}{2}$ x 46	x 28	30 x 28	
Stringer Plate, breadth and thickness in Wells	67	36	75 x 34		<i>Plating.</i> If Plated, state thickness	30	at deckhouse only.		
" " " in way of Bridge	67	34	42 x 34		<i>Sheathing.</i> If Plated, state thickness	Exposed O.P.	5 x 2 $\frac{1}{2}$		
" " " <i>at Bridge Front</i>		50	48			at accommodation = composition			
" Angle in Wells	3 $\frac{1}{2}$	3 $\frac{1}{2}$	38	✓	Poop Deck.				
Thickness of Plating abreast Deck openings in way of Wells		30	—		Stringer Plate, breadth and thickness	27	34	—	
" " " <i>at Fore End</i>		34	✓		Plating, Sheathing, material and thickness ...	30	Exposed = O.P. Sheathing		
Thickness of Plating abreast Deck openings in way of Bridge		30	—		at accommodation = Composition.		5 x 2 $\frac{1}{2}$		
" " " <i>at B.F. Bunker</i>		34	✓	—	Bridge Deck.				
Thickness of Plating within line of openings...	30 $\frac{1}{2}$	36	—		Stringer Plate, breadth and thickness.....	42	34	—	
If Sheathed, material and thickness			—		Plating, Sheathing, material and thickness ...	30	Exposed = O.P. Sheathing		
					at accommodation = Composition.		5 x 2 $\frac{1}{2}$		
Second Deck. <i>Forward Holds only.</i>					Forecastle Deck.				
Stringer Plate, breadth and thickness in Wells	69	34	42 x 34		Stringer Plate, breadth and thickness.....	Deck plates run out		—	
" " " <i>in Well</i>					Plating, Sheathing, material and thickness ...	34	at windlass 40	✓	
						Sheathed at windlass only 3" P.P.			

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? <i>No.</i>	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	42	.52	.48	.48	—	Double	3/4	3	Treble 7L	7/8	3 5/8	Lapped	
„ Dble. (if any)													
BOTTOM PLATING, No. of Strakes at bow	84	.43	.60	.43 1/2 .50	—	D° at 3 in	3/4 7/8	3 3 3/4	Treble 5L " " at ice	3/4 7/8 3/4	2 5/8 3 5/8 2 3/8	D° D°	
BILGE PLATING, No. of Strakes at bow	73	.43	.60	.43	—	D° at 3 in	3/4 7/8	3 3 3/4	Treble 7L at ice	3/4 7/8	2 5/8 3 3/8	D° D°	
SIDE PLATING, No. of Strakes at bow	80 75 1/2	.42 .42	.59 .59	.42 .42	—	One beam Single at O.F. + at ice	3/4 3/4 7/8	3 3 3/4	Double Treble @ ice	3/4 7/8	2 5/8 3 5/8	D° D°	
UPPER DECK, Sheer- strake in Wells.....	72	.48	.38	—	—	Lower edge Single	3/4	3	Treble 7L	3/4	2 5/8	Lapped	
UPPER DECK, Sheer- strake in Bridge ...	72	.42	—	.38	—	Single Single at O.F. Double	7/8 3/4	3 3/4 3	Quadruple Double	7/8 3/4	3 1/2 2 5/8	D° D°	
STRAKE BELOW Sheer- strake in Wells.....													
STRAKE BELOW Sheer- strake in Bridge ...													
POOP SIDE PLATING30	—	Single	3/4	3	Single	3/4	2 5/8	Lapped	
BRIDGE SIDE PLATING44 (One Strake)			—	Single at Bridge from 4 run down to deck.	3/4	3	Treble	3/4	2 5/8	D°	
FORECASTLE SIDE PLATING			.32		—	Single	3/4	3	Single	3/4	2 5/8	D°	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—		Five.
Extending to Upper Deck (Sec. 3 c).....		Five
" Deck next below		Of the above:— aft peak & No 43 extend to poop D ^H . as per Board of Trade.
As per Rule		Four.

Remaining Bulkheads as per plan.	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULK'D, Upper tween decks	No 64 26-28 30	B.a. 8x3½x49 0.2.4½x3.34, 28½	27	—	—
" " Second "					
" " Third "					
" " Hold	No 64 28-30, 42	B.a. 8x3½x49 6x8x35, 28½	27	—	—
COLLISION	(in Hold)	B.a. 9x3½x38 0.2.4x3x38, 42x3x34	24	Orn Deck	
AFTER PEAK		B.a. 8x3x52 0.2.3x3x26	24	Access Top & 1.11g 6x8x44	B.a.

Manufacturer's Name or Trade Mark of the Steel used in the construction

STEEL. Corsett. Dorman Long. Skinningrove. Colvill Appleby Iron Co. Lancashire Sth C^o Steel C^o of Sth

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

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	Flake	Flake	Keel	
STEM	Rolled	7 x 1 3/4	Frodingham S ^{ts} Co	—
STERN FRAME {	Propeller Post	Forged	5' 6" x 6" x 9" x 5" x 8"	J.S. Forster & Son
	Rudder	Forged	5' 6" x 6" x 9" x 5" x 8"	Sunderland
RUDDER—A x D		61.5 x 2.195 = 136		D°
Speed of Vessel	11.4 knots			
RUDDER mainpiece at head	Stock dia	6 1/4"	J.S. Forster & Son	—
	Forged	6 1/2" x 5"	Sunderland	—
" " heel	D°	6 1/2" x 5"		—
" how constructed	Forged	rigid steel frame		—
" double or single plates		30		—
" coupling, vertical or horizontal		18 x 16 1/2" x 15 1/2" x 1 3/4"		—

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EQUIPMENT No. 15866										LETTER 9	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.	lbs.		
24711	1st Bower ...	31	3	21	Stockless			30	2	2	0	Byers' Improved	Not stated
24710	2nd „ ...	31	1	21	„			29	15	0	0	„	„
24709	3rd „ ...	31	0	21	„			29	11	1	0	„	„
	Collective weight.	94	2	7									
43967	Stream	8	2	8	2	1	8	10	18	0	0	Common	L.P.H.C.H. 11-10-28 S.C. 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.					Ins.	Length.		Ins.	Length.
46757	240	1 1/2	5 1/4	7 1/4	344-3-21	344 3/4	240	1 1/2	Stud Link.	not stated	L.P.H.C.H. 3-3-32 S.C. Paul.	TOWLINE...	90	3 1/2	25.7	90	3 1/2	
												HAWSERS & WARPS	2 @ 90	2 1/2	10.8	2-90	2 1/2	
													2 @ 90	1 3/4	6.4	2-90	1 3/4	
Iron Stream Chain or Steel Wire	75	4	33.2				75	4				Steel wires	made by Hood Haggie					

Steering Gear, Steam *Hydraulic rigger & loose quadrant (emergency key)* Steering Gear, Hand *Blocks & tackles led to steam winch*
Boats *4 Lifeboats = 22'1"* Steering Chains, Size and Test *None* Windlass *Clarke Chapman & Co. Ltd.*
Ceiling in Holds, thickness and material *Under hatches & over Bilges* Cargo Battens, thickness, material and spacing *Pine 6x2 Spaced 9"*
Cargo Hatchways.—(Upper Deck) *Usual construction plates & angles* Thickness of Hatches *Pine 2 1/2"*
Size of No. 1 Hatchway (Forward) *14'0" x 13'0"* No. 2 *20'0" x 13'0"* No. 3 *18'0" x 13'0"* No. 4 No. 5 No. 6
Number of Shifting Beams and/or Fore and Afters *No. 1 Hatch = 2 Vel Beams* Nos 2 & 3 Hatches = 3 Vel Beams
For
SWAN, HUNTER & WIGHAM RICHARDSON, LTD.
Builder's Signature *I. R. Bocher*

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 *No* The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.
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 peak tanks, double bottom tanks, oil fuel bunkers & settling tanks, have been tested as required by the Rules & found satisfactory.
The weather decks, the W. J. Bulkheads, the funnel & the W. J. doors have been holed & found in good order.
The requirements of Section 20 of the Rules, where applicable, for the carriage of oil fuel having a flash point above 150°F, have been carried out.
The freeboard markings have been cut in on the vessel's sides & verified with the letter of assignment.

The amount of Entry Fee £ *5 : 0 : 0* Fees applied for, *14 MAY 1932*
Special Survey Fee £ *173 : 0 : 0* Received by me, *25/5/1932*
On Freeboard 9.7.0
Travelling Expenses, if any £ : :
I am of opinion the Vessel should be Classed *100 A.1. with freeboard.*
Strengthened for Navigation in ice
State whether the Vessel has been built under Special Survey *Yes* Signature *Thomas S. Shute*
IN DUPLICATE. Surveyor to Lloyd's Register of Shipping.
Certificate to be sent to *Newcastle-on-Tyne* Date of issue *27/5/32*

Committee's Minute *FRI. 20 MAY 1932*
Character assigned *+100A1*
with freeboard
Lloyd's A. & C.P.
Strengthened for navigation in ice
with New (phyl. cert.)
+ L.M.C. 5, 32
Fitted for oil fuel 5, 32°F. Above 150°F.
F.D. C.L.
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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.)

No sister vessel.

The approved plans & forging Certificates are enclosed herewith.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	^{c-g. lbs.} 18-0-19.	^{c-g. lbs.} 20-0-14	WP 9529.	28-1-32.	M. Beng
	2nd „	18-0-6.	20-0-0	- 9526.	28-1-32.	" "
	3rd „	17-3-19.	19-3-14	- 9527.	28-1-32.	" "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ^{with pins.} 160 ft., R.Q.D. ft., Bridge ft., Forecastle 25 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. Shade Deck = 82'0".

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 1 Dth Sth + 2nd Dth (Sth) in Fore Hold.

Official No. 161566 ; Signal Letters Is bottom of Vessel coated with cement if not give particulars of composition Cement pellets, ex oil fuel = Nil.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	62.0	83	Fore peak tank,	—	30
Double bottom, under Engines and Boilers,	42.0	99.5	After peak tank,	—	69
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	100.0	170.0	Other tanks, if fitted,		
Total capacity of double bottom		352.5	(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. 5449

Date 25.11.31

Dates of Surveys held while building

1931
Dec. 2. 4. 7. 10. 14. 16. 18. 22. 24. 29. 31.
24. 25. 29. Mar. 2. 4. 7. 8. 9. 10. 14. 15. 16. 17. 18. 21. 22. 24. 29. 31.
9.

1932

Jan. 6. 12. 15. 18. 21. 22. 25. 26. 27. 28. Feb. 1. 5. 9. 15. 17. 22. 24. 25. 29. Mar. 2. 4. 7. 8. 9. 10. 14. 15. 16. 17. 18. 21. 22. 24. 29. 31. Apr. 4. 5. 6. 7. 13. 20. 25. 26. May 4.

Total No. of Visits 56.