

STEEL STEAMER or MOTORSHIP.

22 AUG 1930

Received at London Office

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 *18 Aug/30*Port of *17 Dept*No. *41132*Survey held at *Knottingley*Date First Survey *17 Dec/29*Last Survey *20 August 1930*On the *Steel Single Screw "JOHN HARKER"**(Indy. aft)*State Type *Full Scantling*State Type of Erections *None*TONNAGE under Tonnage Deck... *124.34*CLASS *+100A1*State if with freeboard as condition of Class *no*Built at *Knottingley*

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 105'-0"*Launched *May 5th 1930* Yard No. *34*Total *124.34*Breadth (greatest moulded) *B 20'-0"*Builders *Messrs John Harker Ltd.*Gross Tonnage *142.78*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 8'-0"*Owners *John Harker Ltd.*Register Tonnage *70.20*1st Longitudinal Number (L x D) *= 840*Managers *(Where necessary to be entered in Reg. Book.)*REGISTERED DIMENSIONS.
FEET.Length *105.00*Breadth *20.15*Depth *7.45*Framing Depth "d," at middle of length. See Sec. 3 (1d) *d 8'-0"*Proportions—Depth to Length—Uppermost continuous deck to top of keel *1*Do. Long Bridge to top of keel *1*Draught Moulded *7'-0 1/2"*Residence *Knottingley*Port of Registry *Hull*

If surveyed while building, afloat, or in dry dock

While building & afloat.

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>20</i>		Bracket Floors, Frame	<i>✓</i>	
" " from 1/2 length to Collision bulkhead	<i>20</i>		" " Reversed Frame	<i>✓</i>	
" " in peaks	<i>20</i>		" " Vertical Struts	<i>✓</i>	
SIDE FRAMING.			Centre Girder, depth and thickness <i>Division</i>	<i>26</i>	<i>✓</i>
Frame Amidships, Angle, <i>E or C</i>	<i>4 2 1/2 37 1/2</i>		" " top Angles	<i>3 3 30</i>	<i>✓</i>
" " Extends up to <i>deck</i>			" " bottom Angles	<i>3 3 30</i>	<i>✓</i>
Reversed Frame Amidships, Angle	<i>2 1/2 2 1/2 25</i>		Side Girders, No. each side and thickness	<i>✓</i>	
" " Extends up to <i>across floors</i>			Margin Plate depth (excl. of flange) and thickness		
Depth of Framing Girder	<i>4</i>	<i>✓</i>	" " Vertical Angle to Tank side		
Frames in Uppermost Continuous <i>between</i>	<i>3 2 1/2 26</i>		Bracket abaft 1/2 len. from stem		
" " Decks, Angle, <i>E or C</i>	<i>✓</i>		" " Vertical Angle to Tank side		
" " Second 'tween Decks, Angle, <i>C or C</i>	<i>✓</i>		Bracket forward 1/2 len. from stem		
" " Third " " "	<i>✓</i>		Gussets, spacing and scantling abaft 1/2 len. from stem		
Framing in Peaks, Angle, <i>C</i>	<i>4 2 1/2 37 1/2</i>		" " Gussets, spacing and scantling forward 1/2 len. from stem		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>5/8 3 1/4 in way of foil</i>		Tank Side Brackets, height above base line at toe of Frame and thickness		
State if Frame Joggled	<i>no</i>		INNER BOTTOM PLATING, <i>for tank</i>		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>hot</i>		Breadth and thickness of Middle Line Strake	<i>26</i>	<i>✓</i>
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>required</i>		Thickness of remainder <i>26-30</i>		
SINGLE BOTTOM.			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>✓</i>	
Floors, Depth and thickness at mid-line in Holds	<i>12 25</i>	<i>✓</i>	BEAMS.		
Height of Brackets at side above base line at toe of frame	<i>none</i>		Uppermost Continuous Deck, amidships	<i>4 3 30</i>	
Middle Line Keelson, on Floors, Angles, <i>C or C</i>	<i>See</i>		" " in way of Bridge, Angle, <i>C or C</i>	<i>4 3 30</i>	
" " Through Plate or Intercoastal Plate	<i>Centre line bulkhead</i>		Spacing	<i>every</i>	
" " Foundation Plate on Floors	<i>one</i>		Second Deck, amidships, Angle, <i>C or C</i>	<i>✓</i>	
" " Flat Plate Keel Angles	<i>one</i>		Spacing		
Side Keelsons, No. each side	<i>15 26</i>	<i>✓</i>	Third Deck, amidships, Angle, <i>C or C</i>	<i>✓</i>	
" " thickness of Intercoastal Plate	<i>5 3 30</i>	<i>✓</i>	Spacing		
" " Angle <i>on floors</i>	<i>12 25</i>	<i>✓</i>	Fourth Deck, amidships, Angle, <i>C or C</i>	<i>✓</i>	
DOUBLE BOTTOM. <i>forward</i>	<i>every</i>		Spacing		
Solid Floors, thickness and spacing	<i>no</i>		Poop Deck, Angle, <i>C or C</i>	<i>✓</i>	
" " Are Frame and Reversed Frame joggled?	<i>no</i>		Spacing		
Bracket Floors, breadth and thickness at middle line			Bridge Deck, Angle, <i>C or C</i>	<i>✓</i>	
" " breadth and thickness at margin plate			Spacing		
			Forecastle Deck, Angle, <i>E or C</i>		
			Spacing		

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.....	✓		Stringer Plate, breadth and thickness in way of Bridge		
" in 'tween Decks, Size and Spacing.....			Thickness of Plating abreast Deck openings in way of Wells		
" " " " " "			Thickness of Plating abreast Deck openings in way of Bridge		
" in Holds " "	✓		Thickness of Plating within line of openings...		
" " " " " "			If Sheathed, material and thickness		
Centre Line Bulkhead. <i>non-victlight</i>			Third Deck.		
Stiffeners and Spacing.....	4 22.30 @ 20"		Stringer Plate, breadth and thickness.....	✓	
Plating, thickness of	30-26		If Plated, state thickness.....		
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....	✓	
Stringer Plate, breadth and thickness in Wells.....	60x28-26		If Plated, state thickness		
" " " " " " in way of Bridge	✓		Poop Deck.		
" Angle in Wells.....	4 1/2 4 1/2 30 in oil		Stringer Plate, breadth and thickness	✓	
Thickness of Plating abreast Deck openings in way of Wells	28		Plating, Sheathing, material and thickness ...		
Thickness of Plating abreast Deck openings in way of Bridge	✓		Bridge Deck.		
Thickness of Plating within line of openings...	✓		Stringer Plate, breadth and thickness.....	✓	
If Sheathed, material and thickness	2 1/2 PP over news		Plating, Sheathing, material and thickness ...		
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	✓		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.	EDGES. State if joggled?	RIVETS.		No. OF ROWS OF RIVETS.	BUTTS.		STRAPPED OR LAPPED.	
	AMIDSHIPS.		FORWARD.	AFT.			SINGLE OR DOUBLE.	Diam.		Spacing cr. to cr.	Diam.		Spacing cr. to cr.
	Breadth.	Thickness.	Thickness.	Thickness.									
FLAT PLATE KEEL	36	40	40	40	Rule 40-34	double	5/8	8 in. R.	three	3/4	2 1/8	lapped	
" DBLG. (if any)													
BOTTOM PLATING, No. of Strakes		30	30	30	30-26	"	5/8		two	5/8	2 1/4	lapped	
BILGE PLATING, No. of Strakes		30	30	30	30-26	"	"	"	"	"	"	"	
SIDE PLATING, No. of Strakes													
UPPER DECK, Sheer-strake in Wells.....	41	30	30	30	30-26	"	"	"	"	"	"	"	
UPPER DECK, Sheer-strake in Bridge ...													
STRAKE BELOW Sheer-strake in Wells.....		30	30	30	30-26	"	"	"	"	"	"	"	
STRAKE BELOW Sheer-strake in Bridge ...													
POOP SIDE PLATING.....													
BRIDGE SIDE PLATING													
FORECASTLE SIDE PLATING													

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	9
Extending to Upper Deck (Sec. 3 c)	✓
" Deck next below	✓
As per Rule	✓

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD. Upper two decks					
" O.T. Blos nos.					
" Second					
" 14, 16, 27, 31, 40, 45					
" 24, 3 Third					
" Holds					
COLLISION " W.T. (in Hold)					
AFTER PEAK " " 1 1/2 5 50-26 4 3 30 24"					

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓			
STEM	Roller	6 1/4"	Consell	5 1/8"
STERN FRAME { Propeller Post	Forging	5x24	Emerson Walker	
{ Rudder "		5x24		
RUDDER—A x D	✓			
Speed of Vessel	not used	10 knots		
RUDDER mainpiece at head	Forging	3 1/4	Emerson Walker	
" " heel		3 1/4		
" how constructed	Forged & built.			
" double or single plate	Single	70		
" coupling, vertical or horizontal.....	none			

STEEL.

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

Nottingham & S. Co. Ld. Appleby & Co. Ld.

Bolton Varnham & Co. Ld.

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

EQUIPMENT No. <i>✓</i>										LETTER <i>✓</i>	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.		
45283	1st Bower	4	1	16	1	6	18	6	15	0	0	1 1/4 9 Stock	Green Ld. C.H.; 11/4/30; Paul.
45282	2nd "	4	1	10	1	0	12	6	15	0	0	1 1/4 "	"
	3rd "	8	2	26									
	Collective weight.										8 1/2		
45284	Stream	1	1	24	—	1	14	3	18	3	0	1 1/4 9 Stock	"

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.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.					Length.	Ins.		Length.	Ins.		
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.		
44417	120	3/4	10 1/8	15 1/8	35.0.11	34 1/2	120	13/16	Std	J. Green Ld.	C.H.; 11/4/30; Paul	TOWLINE...	75	6		75	6		
Iron Stream Chain or Steel Wire		Cir.						Cir.				HAWSERS & WARPS	90	4		90	4		
	90	2		8.3			45	2				"							
												"							

Steering Gear, Steam *none*
Steering Gear, Hand *efficient*

Boats *one, food*
Steering Chains, Size and Test *9/16 dia. 3-15-00*
Windlass *hand, efficient*

Ceiling in Holds, thickness and material *none*
Cargo Battens, thickness, material and spacing *none*

Cargo Hatchways.—(Upper Deck) *Steel plates & angles*
Thickness of Hatch Covers *1/2" plate*

Size of No. 1 Hatchway (Forward) *24 x 28*
No. 2 *✓*
No. 3 *✓*
No. 4 *✓*
No. 5 *✓*
No. 6 *✓*

Number of Shifting Beams and/or Fore and Afters *✓*

Builder's Signature *For John Harker Ltd*
E. R. Thirkettle Manager

GENERAL DECLARATION *This vessel has been built in accordance with the approved plans and instructions and in conformity with the Rules for the class contemplated.*
The materials and workmanship are satisfactory.
A freeboard has been assigned and the marks on the vessel's sides cut in and verified.
The peaks, deep tank, cofferdams and cargo tanks have been tested in accordance with Rule requirements and found satisfactory.
The decks, windlass and steering gear have been satisfactorily tested.
Fuel oil is carried in separate small tanks, in the Engine Rooms, (not built in tanks), flash point above 150° F.

The amount of Entry Fee £ *2* : *0* : *0*
Special Survey Fee £ *30* : *0* : *0*
Freeboard *1* : *13* : *4*
Travelling Expenses, if any £ *5* : *12* : *7*

Fees applied for, *11 Aug 1930*
Received by me, *9. 10. 30*

I am of opinion the Vessel should be Classed *+100A1*
"Carrying Petroleum in Bulk"
"For Coasting Service between Worcester, Swansea and Bideford". "Triggle line bulkhead now oil tight"
For Service between the Humber and Poole Harbour until 31st October 1930"

State whether the Vessel has been built under Special Survey *Yes.*
Signature *Malcolm*

Certificate to be sent to *Shull*
Date of issue *9/9/30 (1/2 cert only)*

Committee's Minute *TUE. 9 SEP 1930*
Character assigned *+100A1*

Carrying petroleum in bulk
"For Coasting service between Worcester, Swansea and Bideford"; and
"For Service between the Humber, and Poole Harbour until 31st October 1930"
Lloyds A+C.P. + L.M.C. 8-30
Write H.P. (sucky)
Write M.H.

TUE. 11 NOV 1930
Amend class
Dele. for service bet
Humber & Poole
Write H.P.

The signatures are requested not to write on or before the Committee's Minute.

See letter M dated 13/8/30 to the Owners.

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.)

This vessel was examined on the Slipway at the Builders yard, Knottingley on May 6th 1930 and subsequent dates on account of damage sustained and witnessed at the launch on May 5th 1930.

The following repairs were satisfactorily carried out as recommended:

Port Side, forward:—

Shell plate B2

removed

B3

removed, faired & refitted

C3

faired in place

Starboard side forward B3

Hot Tank p. side: boundary bar of fore bhd faired in place.

4 frames

3 rev bars

removed, faired & refitted

1 floor

Keelson & Intercostals removed for access and replaced.

No 2 Tank, p. side: boundary bar of fore bhd faired in place.

1 frame

1 floor

faired in place

Tanks & Cofferdam in way tested on completion of repairs.

The following plans etc are enclosed:—

Midship Section

approved

Profile Deck

Stem Frame & Rudder

General Arrgt showing deck opening & etc

Engine Seat

Frying Reports (2)

Steel Invoices

Pumping Arrgt.

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

1st Bower

2nd "

3rd "

Forged

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle ☒ ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 15K (Pl)

Official No. 162,190 ; Signal Letters

Is bottom of Vessel coated with cement clear of cargo tanks only.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	none		Fore peak tank,	none	
Double bottom, under Engines and Boilers,			After peak tank,	none	
Double bottom, if under Engines only,			Deep tank, aft,	none	
Double bottom, if under Boilers only,			Deep tank, forward,	10.0	6.0
Double bottom, forward,			Other tanks, if fitted, forward cofferdam	5.0	15.0
			(If necessary, furnish further information by sketch after cofferdam	3.4	10.0

* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 2958

Date 18.2.30.

Dates of Surveys held while building

1929. Dec 17. 1930. Jan 6. 27. Feb 13. 28. Mar 11. 21. Apr 1. 11. 22. May 5. 6. 12. 1928.
June 2. 18. 27. July 17. 29. Aug 8. 12. 20.

Lloyd's Register Foundation

Total No. of Visits 23.