

STEEL STEAMER ~~OR~~ MOTORSHIP.

Received at London Office

17 SEP 1930

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

15.9.30

Port of

Glasgow.

No. 50721

Survey held at

Ola Kilhatrik.

Date First Survey

10.2.30

Last Survey

3rd Sept.

1930.

On the (State if Machinery fitted Aft and

S. S. Jerry "CITE DE QUEBEC"

State Type

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

Jerry Service.

State Type of Erections

Full Pop + 1' castle.

TONNAGE under Tonnage Deck

1247.73

CLASS + 100A + 2nd and State if with freeboard

ho.

Built at Ola Kilhatrik.

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 144

Launched 9th June 1930. Yard No. 275

Builders Mess Napier & Miller.

Total

Breadth (greatest moulded)

B 50.0

Owners Lewis & Berry Co

Gross Tonnage

1259.07

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

D 18.0

Managers J.L. Robuge.

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

REGISTERED DIMENSIONS. FEET.

Length

141.7.

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

15.75

Residence Quebec.

Breadth

50.15

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

8.0

Port of Registry Glasgow

Depth

26.6.

Do. Long Bridge to top of keel

8.1

Surveyed while building, afloat, and in dry dock

Draught Moulded

14.7

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	18"	✓	Bracket Floors, Frame		
" " from $\frac{3}{4}$ length to Collision bulkhead	18"	✓	" " Reversed Frame		
" " in peaks	18"	✓	" " Vertical Struts		
DE FRAMING.			Centre Girder, depth and thickness amidships		
Frame Amidships, Angle, E or F	6 3 13	✓ 12.8 lbs	" " top Angles		
" " Extends up to	main Deck		" " bottom Angles		
Reversed Frame Amidships, Angle	3 24 6.6	✓	Side Girders, No. each side and thickness		
" " Extends up to	24" above floor level	✓	Margin Plate depth (excl. of flange) and thickness		
Depth of Framing Girder	24" above floor level	✓	" " Vertical Angle to Tank side		
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	6 3 12.8	✓ 36"	" " Bracket abaft $\frac{1}{4}$ len. from stem		
" " Second 'tween Decks, Angle, E or F	6 3 12.8	✓	" " Vertical Angle to Tank side		
" " Third " " " "	6 3 12.8	✓	" " Bracket forward $\frac{1}{4}$ len. from stem		
Framing in Peaks, Angle, E or F	6 3 13	✓ 12.8 lbs.	" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	$\frac{3}{4}$ " - 7 dia	✓	" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem		
State if Frame Joggled	Yes		Tank Side Brackets, height above base line at toe of Frame and thickness		
STRENGTHENING ARRANGEMENTS (Sec. 7), state system and particulars	Shell plating increased. due space widening? frames 18" apart.		INNER BOTTOM PLATING.		
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Shell plating increased. due space widening? frames 18" apart.		Breadth and thickness of Middle Line Strake		
ANGLE BOTTOM.			Thickness of remainder in Holds		
Floors, Depth and thickness at mid-line in Holds	30 x 34	✓	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?		
Height of Brackets at side above base line at toe of frame	level across.	✓	BEAMS.		
Middle Line Keelson, on Floors, Angles, E or F	19 lbs	✓	Continuous Deck amidships in Walls, Angle, E or F	5 22 849.	✓
" " Through Plate	19 lbs	✓	" " in way of Bridge, Angle, E or F	✓	
" " Intercoastal Plate	30 x 24 x 8 lbs	✓ 20.4 lbs.	Spacing	18"	✓
" " Foundation Plate on Floors	✓		Second Deck amidships, Angle, E or F	6 3 11.89	✓
" " Flat Plate Keel Angles	✓		Spacing	18"	✓
Side Keelsons, No. each side	3	✓	Third Deck amidships, Angle, E or F		
" " thickness of Intercoastal Plate	12.65 x 12.8	✓ 12.5 lbs	Spacing		
" " Angle	5 x 3 x 12.14 lbs.	✓	Fourth Deck amidships, Angle, E or F		
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing			Poop Deck, Angle, E or F		
" " Are Frame and Reversed Frame joggled?			Spacing		
Bracket Floors, breadth and thickness at middle line			Bridge Deck, Angle, E or F	4 24 592	✓
" " breadth and thickness at margin plate			Spacing	24"	✓
			Forecastle Deck, Angle, E or F	5 22 849	✓
			Spacing	18/15"	✓

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.....		Main Deck 2 x 3 Rows.		3 Rows girders		And as					
" in 'tween Decks, Size and Spacing.....		8 6 35 lbs		4 3/4"		as					
" " " " " "		10 6 35 lbs		16 8		as					
" in Holds		10 6 42		42		Plans					
" " " " " "											
Centre Line Bulkhead.											
Stiffeners and Spacing.....											
Plating, thickness of.....											
STRINGERS AND DECKS.											
Uppermost Continuous Deck											
Stringer Plate, breadth and thickness in Wells		18/10.2 lbs		✓							
" " " " in way of Bridge		✓		5 1/2"		✓					
" Angle in Wells		3 2 1/2 32		✓							
Thickness of Plating abreast Deck openings in way of Wells		13 lbs		✓							
Thickness of Plating abreast Deck openings in way of Bridge		24 ✓		4 1/2"		✓					
Thickness of Plating within line of openings.		18/10.2 lbs		✓							
If Sheathed, material and thickness		3" wood blocks on 1/2" asphalt.		✓							
Second Deck.											
Stringer Plate, breadth and thickness in Wells...		18/13 lbs		✓							

SHELL PLATING.

SCANTLINGS.					RIVETING.									
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.					
	AMIDSHIPS.		FORWARD.	AFT.		State if forged?	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		Barkul												
„ DELG. (if any)		lbs	lbs	lbs										
BOTTOM PLATING, No. of Strakes	4	20.4/15	29/20.4 + 15lbs	17.5/15	✓									
BILGE PLATING, No. of Strakes	1	25	28	30	✓									
SIDE PLATING, No. of Strakes		✓												
Upper DECK, Sheer-strake in Wells.....	60	20.4	20.4	20.4	✓									
UPPER DECK, Sheer-strake in Bridge ...		✓												
STRAKE BELOW Sheer-strake in Wells.....		28.0	30.5	30.5	✓									
STRAKE BELOW Sheer-strake in Bridge ...														
Poor Deck		10.2	10.2	10.2	✓									
Bout		10.2	10.2	10.2	✓									
BRIDGE SIDE PLATING ...		7.5	7.5	7.5	✓									
FORECASTLE SIDE PLATING		✓	10.2		✓									

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	4 to main Deck
Deck next below	✓
As per Rule	3

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks	65 lbs	11	4 x 2 1/2 x 5.52	33"	✓
" " Second					
" " Third					
" " Holds	42 lbs	15.5	7 x 3.0 x 36	24"	✓
COLLISION (in Hold)		16.3	12.74 x 36	22"	✓
AFTER PEAK		13.47	5 1/2 x 32	36"	✓

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	Roller Bar	6 x 2 1/2	Scottish Iron	
STEM	Steel Bar	8 x 3	Steel Coy	
STERN FRAME	Propeller Post	5 3/4 x 4"	2 Knapth AC	
RUDDER—A x D		87		
Speed of Vessel		11 knots.		
RUDDER mainpiece at head	Cast	8" (she)	Steel Coy	5 1/2" x 11 1/2"
" " heel		6 1/2 x 4"	Scottish	
" how constructed	Cast	Steel frame		
" double or single plate	double	375"		
" coupling, vertical or horizontal	Horizontal			

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) open hearth.
 Steel Coy of Scotland; Lanarkshire Steel Coy; Colville; Burnett; Scottish Iron & Steel Coy; Glasgow S. & W. Coy.
 Has the Steel been tested as required by the Rules? Yes.

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Lloyd's Register Foundation

EQUIPMENT No. ✓												LETTER ✓				ANCHORS.			
Number of Certificate.	Anchors.	WEIGHT, IN STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLES.		Description of Anchor.	Makers.	Where and when tested and Superintendent.			
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	owts.	qrs.	lbs.	Owts.							
32658	1st Bower ...	9	1	0	5	3	0	11	6	3	14	9	(as specified)	Byres & Co. Stockholm	not stated	Ammanburg 10.12.29.			
33099	2nd „ ...	9	0	7	6	0	7	11	4	2	21	9	do.	do.	do.	3rd Bower. Sunderland 28.5.30			
	3rd „ ...																		
	Collective weight.																		
	Stream																		

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.	Diam.		Length.	Cir.	Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.		
95330	45	1"	18	27	23.1.14	✓	90	1"	Shuifut	not stated	17.4.30	J.A. Kelly	TOWLINE	45	1"	18	27		
95331	45	1"	18	27	23.0.14	✓			do	do	do	do	HAWSERS & WARPS						
Iron Stream Chain or Steel Wire																			

Steering Gear, Steam *Wilson & Macdonald* Steering Gear, Hand *blotch gear to k heads wheel*

Boats *2-2200* Steering Chains, Size and Test *in Bunker only 3 w.p.* Windlass *Lincoln Walker Steam*

Ceiling in Holds, thickness and material *in Bunker only 3 w.p.* Cargo Battens, thickness, material and spacing *none. (No barge hold).*

Cargo Hatchways. (Upper Deck) Thickness of Hatches *✓*

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

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

For HAPPIER & MILLER, LIMITED
John Hoodburn
 Builder's Signature *John Hoodburn* DIRECTOR.

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.

This vessel has been built in accordance with the approved plans, the instructions contained in the Secretary's letters and in general conformity with the rules for the class contemplated. The materials and workmanship are good. The assigned preboards have been made, verified and cut in on the vessel's sides. The tanks have been tested under water pressure to meet requirements and found satisfactory. The W.I. Bars and weather decks have been hatched and found satisfactory. The vessel has been placed in Dry Dock & the bottom & under cleaned, examined & recanted - damage repairs effected as stated below. The damage is stated to have been caused in launching. Now done. Repairs as carried out in Swan Dry Dock.

Shell Plating. Starboard Box. B.1. Fair in two places.
 B.2. Removed fair and replaced.
 B.3. Fair in place.
 C.1. Removed fair & replaced.
 C.2. Fair in place. Frames Nos 75-76-77 Removed, fair & replaced.
 E.3. " " " " " "

The amount of Entry Fee £ 5 : 0 : 0 Fees applied for, *15 SEP 1930*

Special Survey Fee £ 125 : 18 : 0 Received by me, *1.10.1930*

Freight £ 4 : 3 : 4
Damage £ 8 : 8 : 0

State whether the Vessel has been built under Special Survey *Yes*. Signature *R. Bailey* *Surveyor to Lloyd's Register of Shipping.*

H.M. Certificate to be sent to *Glo.* Date of issue *2/10/30*

Committee's Minute *GLASGOW 16 SEP 1930* *YMH* *TUE. 28 OCT 1930*

Character assigned *+100A- 9.30.* *FRI. 7 NOV 1930*

For Ferry Service between Quebec & Lewis
+ LMC 9.30
subject

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.)

Repairs - Bows, Port Bow, Shell plating. B. 1 & 3. Jaried in place.
B. 2. Jaried and replaced.
C. 1. Renewed.
C. 2 & 3 Jaried in place
E. 2. do.
A. 2. Renewed for access and replaced.

Frames Nos 75, 76 and 77 Renewed jaried & replaced.

Two side stringers - port & starboard - cut adrift from shell for access and replaced and rivetted.

All new and disturbed painted. Cement where broken & disturbed renewed. On completion of repairs the deck tanks and fore peak tested by water pressure and found satisfactory.

The above repairs have been satisfactorily carried out.

Summary of Repairs. 9 plates - jaried in place; 3 plates removed, jaried & replaced; 1 plate renewed; 2 plates removed for access and replaced.
6 frames removed, jaried & replaced; 1 frame jaried in place.
2 side stringers each side removed for access & replaced.

Steering gear, windlass and anchor gear, hand pumps and W. I. Door examined under working conditions with satisfactory results.

Plans forwarded:- Midship Section (as built). in advance.

Profile (general angle); Midship Section; Deck; Guides & pillars; Mainmast; Bulkheads; Shell plating; Engine Section; Basing; Inside plating; Stern frame; Pumping; Quadrant & Tiller; Riggers (2 plans); also 4 Injury & carrying certificates.

This vessel is a sister ship to the "CITE DE LEVIS" Glasgow Report No.

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

1st Bower	5.0.7	K.M.	6724.	30 July '29.
2nd "	5.1.0	K.M.	7854	29 April '30
3rd "				

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 86 ft., R.Q.D. ft., Bridge ft., Forecastle 47.5 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) one deck (steel).

Official No.

; Signal Letters

particulars of composition Bitumastic enamel in Engine Room & Bunker spaces; Cement fillings & red oxide in Trimming Tanks See Secy's letter.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		
Double bottom, if under Engines only,			Deep tank, aft,	18.0	67.0
Double bottom, if under Boilers only,			Deep tank, forward,	28.6	148.
Double bottom, forward,			Other tanks, if fitted,		
Total capacity of double bottom			(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. 6071

Date 13. 1. 30

Dates of Surveys held while building

1930 Feb. 10. 19 Mar 5. 6. 12. 14. 18. 20. 28 Apr 2. 7. 8. 14. 15. 24. 25. 30 May 5. 6. 12. 16. 19. 21. 23. 27. 28. 30 June 2. 3. 5. 6. 7. 9. 13. 19. 20. 23. 24. 25 July 5. 17. 29 Aug 1. 6. 18. 18 Sep 1. 3

Total No. of Visits 48