

DISCLOSED

SECTION

No. 796

STEEL STEAMER or MOTORSHIP.

27 FEB 1936

Received at London Office

State if Report has been sent on the Freeboard of the Vessel YesState if Report is sent on the Machinery of the Vessel Yes

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Date of completion of report February 24th 1936.Port of SunderlandNo. 31780Survey held at SunderlandDate First Survey 28th Aug. 1925 Last Survey 20th February 1936.On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Single Screw M.V. "RUGELEY"State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Complete Superstructure with tonnage opening State Type of Erections C.S.S.TONNAGE under Tonnage Deck... 4623.62CLASS +100A1State if with freeboard as condition of Class YesBuilt at Sunderland

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 416.83Launched January 9th 1936 Yard No. 618Breadth (greatest moulded) B 53.96Builders Messrs W. D. Ford & Sons Ltd

Total

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 37.17Owners The Red "R" Steamship Co LtdGross Tonnage 4,984.561st Longitudinal Number (L x D) = 15,285Managers Stephens Sutton & CoRegister Tonnage 3061.472nd Numeral L x (B + D) = 37,777

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

REGISTERED DIMENSIONS. FEET.

Framing Depth "d," at middle of length. See Sec. 3 (1d) 25.06Residence Prudential Buildings Newcastle-on-Tyneh 423.50Proportions—Depth to Length—Uppermost continuous deck to top of keel 11.21Port of Registry Newcastle-on-Tyneth 54.25Do. Long Bridge to top of keel 11.07If surveyed while building, afloat, in dry dockth 26.10Draught Moulded 25'-3 1/2"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. |
|---|--|--|--|-------------------------|--|
| ES, Spacing amidships | 31 1/2 | | Bracket Floors, Frame <u>B.O.N.B.S.</u> | 6 3 1/2 .36 | |
| " from 3/4 length to Collision bulkhead | 27 | | " " Reversed Frame <u>L</u> | 7 3 .38 | |
| " in peaks | 24 | | " " Vertical Struts <u>ch</u> | 10 x 3 1/2 x 3 1/2 x 42 | <u>off 48</u> |
| FRAMING. | | | Centre Girder, depth and thickness amidships | 43 1/2 x 54 | |
| me Amidships, Angle <u>E or [</u> <u>17.13.5</u> | 13 1/2 4 .49 | | " " top Angles | 3 1/2 3 1/2 .48 | |
| " Extends up to | 2 nd deck | | " " bottom Angles | 4 4 .58 | |
| Reversed Frame Amidships, Angle | | | Side Girders, No. each side and thickness | One .38. | |
| " Extends up to | | | Margin Plate depth (excl. of flange) and thickness | 40 x 54. | |
| Depth of Framing Girder | 13 1/2 | | " " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem | 6 6 .44 | |
| Spaces in Uppermost Continuous 'tween Decks, Angle <u>E or [</u> <u>17.13.5</u> | 6 3 1/2 .35 | <u>scantling</u> | " " Vertical Angle to Tank side Bracket forward 1/4 len. from stem | 6 6 .44 | |
| " Second 'tween Decks, Angle, <u>[or [</u> | | | " " Gussets, spacing and scantling abaft 1/4 len. from stem | .42 plate | |
| " Third " " " | | | " " Gussets, spacing and scantling forward 1/4 len. from stem | .42 plate | |
| Spacing in Peaks, Angle <u>E or [</u> <u>17.13.5</u> | 8 3 1/2 .38 | | Tank Side Brackets, height above base line at toe of Frame and thickness | 69 1/2 x 45 | |
| Number and Spacing of Rivets through Frame and Shell Plating amidships | 7/8 - 5 3/4 | | INNER BOTTOM PLATING. | | |
| State if Frame Joggled | <u>Yes</u> | | Breadth and thickness of Middle Line Strake | 72 x 50. | |
| FRAMING ARRANGEMENTS (Sec. 7), state system and particulars | <u>On Peaks 45mm 35 1/2 x 34</u> <u>Beams 9 x 3 1/2 x 44 B.S.</u> <u>On side of hull 25 1/2</u> <u>Face beam 10 x 3 1/2 x 50 B.S.</u> <u>Frames 17 x 4 x 4 x .625</u> <u>4 Girders each side</u> <u>Frame bottoms 6 x 6 x .44</u> <u>Bottom shell .60 from 2L to 2L</u> <u>to 2L</u> | | Thickness of remainder in Holds | .44 | |
| STRENGTHENING OF BOTTOM FORWARD. State Particulars | | | 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? | <u>Yes</u> | |
| DOUBLE BOTTOM. | | | BEAMS. | | |
| Decks, Depth and thickness at mid-line in Holds | | | Uppermost Continuous Deck, amidships in Wells, Angle, <u>E or [</u> | 7 3 1/2 .43 | |
| Height of Brackets at side above base line at toe of frame | | | " " in way of Bridge, Angle, <u>[or [</u> | | |
| Middle Line Keelson, on Floors, Angles, <u>[or [</u> | | | Spacing | <u>Every</u> | |
| " " Through Plate or Intercoastal Plate | | | Second Deck, amidships, Angle, <u>E or [</u> | 8 3 .38 | |
| " " Foundation Plate on Floors | | | Spacing | <u>Every</u> | |
| " " Flat Plate Keel Angles | | | Third Deck, amidships, Angle, <u>[or [</u> | | |
| Keelsons, No. each side | | | Spacing | | |
| " thickness of Intercoastal Plate | | | Fourth Deck, amidships, Angle, <u>[or [</u> | | |
| " Angles | | | Spacing | | |
| DOUBLE BOTTOM. | | | Poop Deck, Angle, <u>[or [</u> | | |
| Solid Floors, thickness and spacing | <u>.42, Every 3'</u> | | Spacing | | |
| " " Are Frame and Reversed Frame joggled? | <u>Yes</u> | | Bridge Deck, Angle, <u>[or [</u> | | |
| Bracket Floors, breadth and thickness at middle line | <u>32 1/2 x 42.</u> | | Spacing | | |
| " " breadth and thickness at margin plate | <u>30 1/2 x 42.</u> | | Forecastle Deck, Angle, <u>E or [</u> | | |
| | | | Spacing | | |

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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..... | Cone | | Stringer Plate, breadth and thickness in way of Bridge | ✓ | |
| „ in 'tween Decks, Size and Spacing..... | 5x5 x .44 alternate | ✓ | Thickness of Plating abreast Deck openings) in way of Wells | .36 | ✓ |
| „ „ „ „ „ | - | | Thickness of Plating abreast Deck openings) in way of Bridge | ✓ | |
| „ in Holds „ „ | - | | Thickness of Plating within line of openings... | .34 | |
| „ „ „ „ „ | - | | If Sheathed, material and thickness | ✓ | |
| Centre Line Bulkhead. | | | Third Deck. | | |
| Stiffeners and Spacing..... | 9 x 3 1/2 x .54 b. a b 6 x 3 x .34 b. a every | ✓ | Stringer Plate, breadth and thickness..... | ✓ | |
| Plating, thickness of | .30 | ✓ | If Plated, state thickness..... | ✓ | |
| STRINGERS AND DECKS. | | | Fourth Deck. | | |
| Uppermost Continuous Deck. | | | Stringer Plate, breadth and thickness..... | ✓ | |
| Stringer Plate, breadth and thickness in Wells | 68 x .59. | ✓ | 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 | .54 | ✓ | 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... | 70" x .40 | ✓ | Stringer Plate, breadth and thickness..... | ✓ | |
| | | | Plating, Sheathing, material and thickness .. | ✓ | |

SHELL PLATING.

[illegible]

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

| STIFFENERS. | | | | | |
|-------------------------------------|-------------|--|-------------|----------------------|--|
| Plating Thickness. | VERTICAL. | | HORIZONTAL. | | |
| | Scantlings. | Spacing. | Scantlings. | Spacing. | |
| MIDSHIP BULKHEAD, Upper tween decks | - | | | | |
| " " Second " | - | | | | |
| " " Third " | - | | | | |
| " " Holds | 39-30 | $12 \times 3\frac{1}{2} \times 3\frac{3}{8}$ | 24 | Grinder sq x 44 Cor | |
| COLLISION " (in Hold) | 54-26 | $10 \times 3\frac{1}{2} \times 4\frac{1}{2}$ | 24 | Chain locker flat | |
| AFTER PEAK " " | 42-30 | $8 \times 3 \times 3\frac{3}{8}$ | 24 | Semi-bar bow & stern | |

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c)

„ Deck next below

As per Rule

1
6
7

| | Cast or Forging. | Scantlings. | Maker's Name. | Any departure from approved plans to be noted. |
|--|----------------------|------------------------------------|---------------------------|--|
| KEEL, Bar | ✓ | ✓ | ✓ | |
| STEM | Repeat bar | $9\frac{3}{4} \times 2\frac{5}{8}$ | ✓ | |
| STERN FRAME { | Propeller Post | Cast | $16\frac{1}{2} \times 12$ | Nedelandische |
| | Rudder „ | Steel | ✓ | Staalfabriek van |
| Speed of Vessel | | $10\frac{3}{4}$ | Knots | ✓ |
| RUDDER—Type | | Guthrie Patent | | ✓ |
| „ A × D | | | | |
| „ Diam. of head | Steel | $7\frac{3}{4}$ | I.S. | ✓ |
| „ Mainpiece at top pintle | Forging | $11\frac{1}{2}$ | Forster | ✓ |
| „ „ heel ... | | $8\frac{1}{4}$ | | ✓ |
| „ how constructed | | Pivots at bottom | | ✓ |
| „ double or single plate | | double | | ✓ |
| „ 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)

Dorman Long, Consett, South Durham, Large flat, Skinningrove Co.

Has the Steel been tested as required by the Rules?

yes

Open-hearth.

27 FEB 1936

| EQUIPMENT No 47. 38,387 | | | | | | | | | | LETTER at | 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. | | |
| 35274 | 1st Bower ... | 68 | 1 | 7 | | | | 52 | 18 | 3 | 0 | Bygon 7 mp ^d S. 1820 | L.P.H.S. 16.5.35 J.B. |
| 35527 | 2nd " ... | 68 | 0 | 14 | | | | 52 | 15 | 2 | 14 | " " " | L.P.H.S. 15.11.35 J.B. |
| 35558 | 3rd " ... | 58 | 3 | 0 | | | | 47 | 12 | 2 | 0 | " " " | L.P.H.S. 27.11.35 J.B. |
| | Collective weight. | 195 | 0 | 21 | | | | | | | | | |
| 48748 | Stream | 19 | 1 | 10 | 4 | 3 | 21 | 20 | 4 | 0 | 7 | 194-2-0. Iron Stock | L.P.H.C. 17.29.10.35 J.C.F. |

| CHAIN CABLES. | | | | | | | | | | HAWERS 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. | Stat. | Break. | Supplied. | Per Rule. | | | Length. | Diam. | | | | | Length. | Cir. | | Length. | Cir. |
| 101996 | 270 | 2" | 100 | 141 | 571-2-8 | | | | 270 | 2" | 141 | S. Taylor & Co. Ltd. | L.P.H. 20.12.35 H.G. | TOWLINE... | 120 | 4 3/4 | 64.6 | 120 | 4 3/4 |
| | | | | | | | | | | | | | | HAWERS & WARPS | 2290 | 2 3/4 | 15.2 | 2290 | 2 3/4 |
| | | | | | | | | | | | | | | | 2290 | 2 1/2 | 13.2 | 2290 | 2 1/2 |
| Iron Stream Chain or Steel Wire | 90 | 5 | 52.8 | | | | | | 90 | 5 | | | | | | | | | |

Steering Gear, Steam Mess^r Donkin & Co. Steering Gear, Hand Am^t blocks and tackle.

Boats Two 26ft, two 16ft lifeboats Steering Chains, Size and Test Telemotor gear Windlass Mess^r Emerson Walker.

Ceiling in Holds, thickness and material 2 1/2" W.P. except in way of deep tanks Cargo Battens, thickness, material and spacing 6" x 2" W.P. spaced 4 in.

Cargo Hatchways.-(Upper Deck) Steel plates & angles. Reith's Patent. Thickness of Hatches 3".

Size of No. 1 Hatchway (Forward) 31'6" x 22'0" No. 2 31'6" x 22'0" No. 3 31'6" x 22'0" No. 4 31'6" x 22'0" No. 5 31'6" x 22'0" No. 6

Number of Shifting Beams and/or Fore and Afters No. 1-5. No. 2-5. No. 3-5. No. 4-5. No. 5-5.

Builder's Signature *William Doxford & Sons, Limited,*

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 Oil engine

(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.

Fuel oil for oil engines is carried in No. 2, 3 and 4 double bottom tanks and in double bottom tank at forward end of machinery space.

The vessel has been constructed in accordance with the approved plans, the Secretary's letters & the Society's Rules.

The materials and workmanship are good.

The freeboard marks have been verified and cut in on the vessel's sides.

The double bottom tanks, deep tank and after peak have been tested in accordance with the Rules and found in order. The fore peak has been filled and found in order. The tunnel, decks, bulkheads, hand pump and watertight door have been tested and found in order.

The windlass and steering gear has been tried under working conditions.

The following are the approved plans:- Midship section, profile of decks, scheme of riveting, fore end stiffening, strengthening in engine room, amended painting structure, amended pillars

The amount of Entry Fee £ 8 : 0 : 0 Fees applied for, 15 FEB 1936

Special Survey Fee £ 324 : 5 : 0 Received by me, 16 FEB 1936

Travelling Expenses, if any £ : : : I am of opinion the Vessel should be Classed + 100A1 with freeboard

State whether the Vessel has been built under Special Survey Yes Signature *Colin Bartlett*

Certificate to be sent to SUNDERLAND. Date of issue 3/3/36- Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 8 MAR 1936

Character assigned + 100A1 With freeboard

Lloyd's Arch. + Lmb. 2.36 oil Eng. 2 D.B. - 120 lbs

Write Gls " Mds

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.)

and girders, proposed welding, amended Hatches, Suction pipe arrangement, Pillars and Stiffening in Engine Room, Mast plan, Welding of Bulkhead Stiffeners to Tanktop, Amended gusset connections, Raked stem, Sternframe and Reaction Rudder, Stiffening box for rudder, Deep tank covers, Conceal stem, Collision Bulkhead, Welding of Rudder, Drain Holes in Sump.

Copies of the approved plans are in the London Office, and the above are retained for sister ships building.

The following forging certificates are enclosed:—Siller, Quadrant, Stiffening gland for Rudder, Rudder arms, Sternframe, Rudder (b).

Sister vessels built: M.V. "Sutherland" No 12. SDA Rpt No 31573.
M.V. "Fennan" No 17 " " " 31760 etc.

Note:—This vessel has a raked stem and a 'Sutton' Rudder.

Vessel placed in dry dock, bottom, rudder and sternframe cleaned, examined and coated.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

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

1st Bower
2nd "
3rd "

Including pin
41-1-0. G.D. 394. 6.4.35
44-0-21. G.D. 888. 31.10.35
38-0-7. G.D. 893 5.11.35.

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 or Forecastle are joined to the B.D., this should be distinctly stated ☒

No. and Material of Decks

1 DK:(STL)+SHELTER DK:(STL)

Official No. 161,590

Signal Letters

Is bottom of vessel coated with cement

if not given

particulars of composition cement in way of water ballast and in peaks.

PARTICULARS OF WATER BALLAST.—

| Where Fitted. | *Length. Feet. | Water Capacity. Tons. | Where Fitted. | *Length. Feet. | Water Capacity. Tons. |
|---|---------------------------------|--------------------------|--|-------------------|--------------------------|
| Double bottom, aft, | 123 | 334 | Fore peak tank, | ✓ | ✓ |
| Double bottom, under Engines and Boilers, machinery | 31 | 118 | After peak tank, | 14 | 191 |
| Double bottom, if under Engines only, | ✓ | ✓ | Deep tank, aft, amidships, | 41 | 1,236 |
| Double bottom, if under Boilers only, | ✓ | ✓ | Deep tank, forward, | | |
| Double bottom, forward, | 192 | 722 | Other tanks, if fitted, | | |
| | Total capacity of double bottom | 1,174 | (If necessary, furnish further information by sketch.) | | |

* The wells are not to be included in the lengths of the tanks (See Circular No. 1284).

Order for Special Survey No. 5785

Date 20.9.35

Dates of Surveys held while building

1935. Aug. 28. Sep. 23. 9.10.11.12.16.17.18.20.24.26. Oct. 1.4.8.10.14.16.18.24.25.29.30.31. Nov. 1.5.6.7.11.13.14.15.18.19.20.22.26.28.29. Dec. 2.3.4.6.9.10.12.16.18.19.23.24.30.1936. Jan. 3.8.9.13.15.17.21.24.28.30.31. Feb. 4.7.11.12.13.19.20

Lloyd's Register Foundation
Total No. of Visits 7