

DISCLOSED

SECTION

No. 794

STEEL ~~STEAMER~~ or MOTORSHIP. DISCLOSED

SECTION

No. 794

28 OCT 1925

State if Report has been sent on the Freeboard of the Vessel *yes*State if Report is sent on the Machinery of the Vessel *herewith*Date of completion of report *20 October 1925* Port of *Copenhagen*No. *7124*Survey held at *Frederiksborg, Denmark* Date First Survey *11 October 1924* Last Survey *26 September 1925*On the *(State if Machinery fitted for and if Single, Twin or Triple Screw)* *Steel Single Screw Ship "MULCRA"* Machinery *not fitted at all.*State Type *(Full Scantling, General or Special)* *Full Scantling vessel, no Tonnage opening* State Type of Erections *Bridge, Forecastle*TONNAGE under Tonnage Deck... *791.16*CLASS *100A1*

State if with freeboard as condition of Class

Built at *Frederiksborg*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 215'-0"*Launched *30/6 1925* Yard No. *31*Total *✓*Breadth (greatest moulded) *B 34'-0"*Builders *A/S Frederiksborg Skibsværft & Maskinfabrikker*Gross Tonnage *1167.60*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 15'-6"*Owners *Adelaide Steamship Co.*Register Tonnage *604.41*1st Longitudinal Number (L x D) *= 3938*Managers *✓*
(Where necessary to be entered in Reg. Book.)2nd Numeral L x (B + D) *= 10643*Residence *Adelaide*

REGISTERED DIMENSIONS. FEET.

Length *215.7*Framing Depth "d" at middle of length. See Sec. 3 (1d) *12'-4"*
*16'-1"*Port of Registry *Port Adelaide (Australia)*Breadth *34.25*Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.87*

If surveyed while building, afloat, or in dry dock

Depth *13.60*Do. Long Bridge to top of keel *9.60*Draught Moulded *14'-9 3/4"**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	<i>24"</i>		Bracket Floors, Frame	<i>5 1/2 x 3 x 35</i>	
" " from 1/2 length to Collision bulkhead	<i>"</i>		" " Reversed Frame	<i>5 x 2 1/2 x 35</i>	<i>5 x 3 x 32</i>
" " in peaks	<i>"</i>		" " Vertical Struts	<i>5 x 2 1/2 x 35</i>	<i>5 x 3 x 32</i>
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>31 1/2 x 40</i>	
Frame Amidships, Angle, <i>✓</i> or <i>✓</i>	<i>6 x 3 x 33 (see letter)</i>		" " top Angles	<i>single 3 x 3 x 37</i>	
" " Extends up to	<i>2 Bridgedeck</i>		" " bottom Angles	<i>single 3 x 3 x 41</i>	
" " <i>way of and extended up to Quarterdeck</i>	<i>Upperdeck</i>		Side Girders, No. each side and thickness	<i>1 x 30</i>	
Reversed Frame Amidships, Angle	<i>✓ 3 x 45</i>		Margin Plate depth (excl. of flange) and thickness	<i>27" x 36</i>	
" " Extends up to	<i>✓</i>		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	<i>3 x 3 x 30</i>	
Depth of Framing Girder	<i>✓</i>		" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	<i>3 x 3 x 30</i>	
Frames in Uppermost Continuous 'tween Decks, Angle, <i>✓</i> or <i>✓</i>	<i>Side frames cut down to 5" flange</i>	<i>attention cut down to 5"</i>	" " Gussets, spacing and scantling abaft 1/4 len. from stem	<i>✓</i>	
" " Second 'tween Decks, Angle, <i>✓</i> or <i>✓</i>	<i>✓</i>		" " Gussets, spacing and scantling forward 1/4 len. from stem	<i>✓</i>	
" " Third " " " "	<i>✓</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>4'-6"</i>	
Framing in Peaks, Angle <i>✓</i> or <i>✓</i>	<i>5 1/2 x 3 x 41</i>		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Shell Plating	<i>3/4" diam</i>		Breadth and thickness of Middle Line Strake	<i>7 1/2 x 35</i>	
State if Frame Joggled	<i>yes</i>		Thickness of remainder in Holds	<i>32</i>	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Ballast coll. Bulks 2 double sp. 4 ft. 13 x 32 2 Sideshirings 11 frames spaced along 13" x 32 15' L from stern</i>	<i>Form of Bolt 2. 2 double 25 1/2 x 34 4 Beams 6 x 3 x 36 13" x 32</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>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Bottom plates: 11 double plates thickness 1/2" 1 extra intercostal each side full 1/2 height double bottom frames.</i>		BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships	<i>half beams 14 x 3 x 36</i>	
Floors, Depth and thickness at mid-line in Holds	<i>✓</i>		" " in Wells, Angle, <i>✓</i> or <i>✓</i>	<i>6 x 3 x 32</i>	
Height of Brackets at side above base line at toe of frame	<i>✓</i>		" " in way of Bridge, Angle, <i>✓</i> or <i>✓</i>	<i>24"</i>	
Middle Line Keelson, on Floors, Angles, <i>✓</i> or <i>✓</i>	<i>✓</i>		Spacing	<i>24"</i>	
" " Through Plate or Intercostal Plate	<i>✓</i>		Quarter Second Deck, amidships, Angle, <i>✓</i> or <i>✓</i>	<i>6 x 3 x 36</i>	
" " Foundation Plate on Floors	<i>✓</i>		Spacing	<i>24"</i>	
" " Flat Plate Keel Angles	<i>✓</i>		Third Deck, amidships, Angle, <i>✓</i> or <i>✓</i>		
Side Keelsons, No. each side	<i>✓</i>		Spacing		
" " thickness of Intercostal Plate	<i>✓</i>		Fourth Deck, amidships, Angle, <i>✓</i> or <i>✓</i>		
" " Angles	<i>✓</i>		Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, <i>✓</i> or <i>✓</i>	<i>4 1/2 x 3 x 34</i>	
Solid Floors, thickness and spacing	<i>31 sp. 7 1/2"</i>		Spacing	<i>24"</i>	
" " Are Frame and Reversed Frame joggled?	<i>yes</i>	<i>yes</i>	Bridge Deck, Angle, <i>✓</i> or <i>✓</i>	<i>5 1/2 x 3 x 34</i>	
Bracket Floors, breadth and thickness at middle line	<i>24" x 31</i>		Spacing	<i>24"</i>	
" " breadth and thickness at margin plate	<i>30" x 31</i>		Forecastle Deck, Angle, <i>✓</i> or <i>✓</i>	<i>6 x 3 x 36</i>	
			Spacing	<i>24"</i>	

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.....		1			Stringer Plate, breadth and thickness in way of Bridge				
" { in 'tween Decks, Size and Spacing.....		1 girder in centre: 2 x 6" x 3 1/2" x 30'			Thickness of Plating abreast Deck openings) in way of Wells				
" { " " " " " "		✓			Thickness of Plating abreast Deck openings) in way of Bridge				
" { in Holds { lap welded " { under Stakehead & same " { in centreline		9" x 8" x 7" x 6" Φ 44, 40, 40 & 38" thick			If Sheathed, material and thickness				
" { 1 girder in centre 12" intercostal & Centre Line Bulkhead. 2 x 10" x 3 1/2" x 54'		✓			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.					Stringer Plate, breadth and thickness.....				
Stringer Plate, breadth and thickness in Wells		45' x .46			If Plated, state thickness				
" " " " in way of Bridge		45' x .34			Poop Deck.				
" Angle in Wells		5' x 5' x .53			Stringer Plate, breadth and thickness		39' x .30		
Thickness of Plating abreast Deck openings) in way of Wells31			Plating, Sheathing, material and thickness ..		3 1/2" pitch pine .26		
Thickness of Plating abreast Deck openings) in way of Bridge30			Bridge Deck.				
If Sheathed, material and thickness		no			Stringer Plate, breadth and thickness.....		42' x .34		
Quarter Second Deck.					Plating, Sheathing, material and thickness ..		.30		
Stringer Plate, breadth and thickness in Wells...		48' x .36			Forecastle Deck.				
" " " " " "		31			Stringer Plate, breadth and thickness.....		30' x .30		
					Plating, Sheathing, material and thickness ..		.30		

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? <i>Ordinary</i>			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		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	40 1/2	3/8 ✓	4/8 ✓	4/8	✓	double	3/4	7 off	3 ple	3/4	3 1/2 d	Lapped
„ DBLG. (if any)	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓
BOTTOM PLATING, No. of Strakes	2 x 65 1/2	4/8 ✓	4/8	3/8	✓	double	3/4	7 off	3 ple	3/4	3 1/2 d	Lapped
BILGE PLATING, No. of Strakes	63	4/8 ✓	4/8	3/8	✓	double	3/4	7 off	"	"	"	"
SIDE PLATING, No. of Strakes	2 x 65 1/2	4/8 ✓	3/8	3/8	✓	single double	3/4	7 off	"	"	"	"
UPPER DECK, Sheer- strake in Wells.....	67 1/2	3/8	3/8	✓	✓	double	3/4	7 off	2 ble	"	"	"
Quarter Deck Sheer	49	4/8	✓	✓	✓	do	do	do	3 ple (Back)	"	"	"
UPPER DECK, Sheer- strake in Bridge ...	67 1/2	4/8	✓	✓	✓	do	do	do	3 ple (in Sheer)	"	"	"
STRAKE BELOW Sheer- strake in Wells.....	69 1/2	4/8	3/8	✓	✓	single	3/4	7 off	3 ple	"	"	"
STRAKE BELOW Sheer- strake in Bridge ...	65 1/2	4/8	✓	✓	✓	double	3/4	7 off	2 ble	"	"	"
POOP SIDE PLATING	2 x 44	3/8	✓	✓	✓	single	3/4	4 d	2 ble	"	"	"
BRIDGE SIDE PLATING ...	2 x 45 1/2	4/8	✓	✓	✓	double	3/4	7 off	3 ple	"	"	"
FOREC'TLE SIDE PLATING	2 x 45 1/2	3/8	✓	✓	✓	single	3/4	4 d	2 ble	"	"	"

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c) ✓

„ Deck next below ✓

As per Rule ✓

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓			
STEM	Forging	6 1/2 x 1 3/8	✓ ✓	
STERN FRAME { Propeller Post	Sheet	7 1/4 x { 6 1/2	✓	
{ Rudder "	Carling	6 1/2 x 4 1/2	✓	
RUDDER—A x D.	93.95			
Speed of Vessel	10 Knts.			
RUDDER mainpiece at head {	Siemens	4 3/4		
" " heel {	Martin	3 3/4		
" " how constructed	Lygal	shrink on main piece		
" double or single plate coupling, vertical {	Sheet	single		
" horizontal	forged.	vertical		

Washburne & Rogers
 Spicer & Co. - Detroit, Mich.

Renewed & increased size
 1904

STEEL.

STEEL.									
" After "	" Engine Room "	40-26	8x3x39 1/2	30"	✓	✓	✓	✓	✓
" Forepeak "	" "	41-30	5 1/2 x 3 x 40 1/2	30"	✓	✓	✓	✓	✓
" "	Holds	✓	✓	✓	✓	✓	✓	✓	✓
COLLISION	(in Hold)	39-30	8x3x36	24"	✓	✓	✓	✓	✓
AFTER PEAK	" "	39-30	4 1/2 x 3 x 38	24"	✓	✓	✓	✓	✓

Manufacturer's name or trade mark of the Steel used in the construction of the Vessel (state process of manufacture)

Manningrove Iron Co, Galin Har
Garman, Long & Co, Middlesbrough
Bargo Steel Iron Co,
Eisenhülle Hahlein, Rendsburg.

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

EQUIPMENT No. <i>11615</i>												LETTER <i>m</i>		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.					
<i>40410</i>	1st Bower ...	<i>27</i>	<i>0</i>	<i>7</i>	<i>✓</i>			<i>26</i>	<i>9</i>	<i>1</i>	<i>14</i>	<i>25.5</i>	<i>} Fellows Cast steel Head</i>	<i>} Fellow Broas. Ld.</i>	<i>8 Dec. 1924</i>	<i>] Grad- ary. Hall L. Paul</i>
<i>39231</i>	2nd " ...	<i>26</i>	<i>0</i>	<i>14</i>	<i>✓</i>			<i>25</i>	<i>14</i>	<i>1</i>	<i>14</i>	<i>25.5</i>			<i>4 Jan. 1924</i>	
<i>40406</i>	3rd " ...	<i>21</i>	<i>0</i>	<i>14</i>	<i>✓</i>			<i>21</i>	<i>14</i>	<i>1</i>	<i>14</i>	<i>22.0</i>			<i>8 Dec. 1924</i>	
	Collective weight.	<i>74</i>	<i>1</i>	<i>7</i>								<i>73.0</i>				
<i>40411</i>	Stream	<i>6</i>	<i>2</i>	<i>20</i>	<i>1</i>	<i>2</i>	<i>20</i>	<i>8</i>	<i>17</i>	<i>2</i>	<i>0</i>	<i>6.5</i>	<i>Ordinary forged wrought iron.</i>	<i>Fellow Bros</i>	<i>8 Dec. 1924</i>	

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.		Supplied.	Per Rule.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.	
<i>79292</i>	<i>105</i>	<i>1 1/16</i>	<i>✓</i>	<i>40-10-58-14</i>	<i>132-2-7</i>	<i>242-0</i>	<i>✓</i>	<i>210</i>	<i>1 1/16</i>	<i>slud</i>	<i>N. Gingley & Sons</i>	<i>14/9.25</i>	<i>Netherland</i>	<i>90</i>	<i>3 1/2</i>	<i>26</i>	<i>90</i>	<i>3 1/2</i>	
<i>79293</i>	<i>105</i>	<i>1 1/16</i>	<i>✓</i>	<i>40-10-58-14</i>	<i>123-1-12</i>					<i>slud</i>	<i>Johns.</i>	<i>14/9.25</i>	<i>L.L. Wright</i>	<i>90</i>	<i>6</i>	<i>26</i>	<i>90</i>	<i>3 1/2</i>	
Iron Stream Chain or Steel Wire	<i>75</i>	<i>3/32</i>	<i>✓</i>	<i>26</i>				<i>5 1/2</i>	<i>S.W.</i>		<i>R.S. NEWALL & Son</i>	<i>26/3.25</i>	<i>R.S.N. & Son</i>						

Steering Gear, Steam *Brown Bros. Edinburgh, hydraulic* Steering Gear, Hand *Brown Bros. Edinburgh.*

Boats *2 lift 6 = 22'-0" x 7'-3" x 2'-11"* Steering Chains, Size and Test *✓* Windlass *Th. B. Thrice Odense, electrically driven.*

Ceiling in Holds, thickness and material *2 1/2" on 2" battens.* Cargo Battens, thickness, material and spacing *6" x 2" less 12" spacing.*

Cargo Hatchways.—(Upper Deck) *slud coamings, 36" high* Thickness of Hatches *sides .44 ends .44.*

Size of No. 1 Hatchway (Forward) *20'-0" x 16'-0"* No. 2 *22'-0" x 16'-0"* No. 3 *22'-0" x 16'-0"* No. 4 *18'-0" x 16'-0"* No. 5 *✓* No. 6 *✓*

Number of Shifting Beams and/or Fore and Afters *No. 1: 14" x 34" 3 off, No. 2: 13" x 32" 4 off, No. 3: 13" x 32" 4 off, No. 4: 14" x 34" 3 off.*

Builder's Signature *J. Fisker Pedersen*

GENERAL DECLARATION

- The materials employed in this vessel are to my satisfaction and the workmanship is good.
- The freeboard has been marked on the vessels sides and verified.
- The double bottom ballast tanks, the forepeak tank, the afterpeak tank has been tested according to Rules and found good.
- The Bulkheads, tunnel and weatherdecks have been tested and found good.
- The vessel has been built according to the approved plans and the Secretary's letters.

Overline *60 kroner*

The amount of Entry Fee £ *99* : *4/6* : *40/6* Fees applied for, *26.10 1925.*

Special Survey Fee.... £ *3148* : *1/6* : *00/0* Received by me, *✓*

Travelling Expenses, if any £ *743* : *1/6* : *77/0* *✓*

Freeboard *119* *1/6* *28/0*

State whether the Vessel has been built under Special Survey *yes*

Certificate to be sent to *Surveyors office Copenhagen* Date of issue *10/11/25.*

I am of opinion the Vessel should be Classed *+100A1*

Lloyds A & C.P.

Signature *Jac. Rosen*

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUES. 10 NOV 1925

Character assigned

100A1

Lloyds A & C.P.

+100A1 oil engine

Louis E. P.

PM



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Lloyd's Register Foundation

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 built or building.

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

1st Bower *No. 40410: Head: 17-0-8 W.H.A. No. 1332 14/1 21.*
2nd „ *No. 39231: " : 16-3-22 W.H.A. No. 1344. 14/1 21.*
3rd „ *No. 40406: " : 12-0-20 G.R.W. No. 48. 29/5 24.*

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *27* ft., R.Q.D. *56* ft., Bridge *58* ft., Forecastle *26* ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *no*

No. and Material of Decks and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) *1 Stk (Lte).*

Official No. *✓*; Signal Letters *✓*; ☒ bottom of Vessel has been coated Inside *yes*, give particulars of composition: *Forepeak & Afterpeak: Cement; Bilges: Cement, Double Bottom: oil; —*

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<i>64'-0</i>	<i>73</i>	Fore peak tank,	<i>✓</i>	<i>38</i>
Double bottom, under Engines and Boilers,	<i>✓</i>	<i>✓</i>	After peak tank,	<i>✓</i>	<i>56</i>
Double bottom, if under Engines only,	<i>32'-0</i>	<i>48</i>	Deep tank, aft,	<i>✓</i>	
Double bottom, if under Boilers only,	<i>✓</i>	<i>✓</i>	Deep tank, forward,	<i>✓</i>	
Double bottom, forward,	<i>84'-0</i>	<i>126</i>	Other tanks, if fitted,	<i>✓</i>	
Total capacity of double bottom		<i>247</i>	(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. *24*

Date *21/11 1924.*

Dates of Surveys held while building

*-11 October 1924 28/10, 14/11, 22/11, 12/12, 1924.
20/1 1925 24/1, 26/1, 6/2, 4/3, 12/3, 26/6, 30/6, 21/7, 18/8, 9/9, 17/9, 19/9, 23/9
26/9 1925. —*

Total No. of Visits *20.*