

15 JAN 1920

THE BRITISH CORPORATION  
FOR THE  
SURVEY & REGISTRY OF SHIPPING

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Steel Screw Steamer  
"Cilurnum"  
Newcastle-on-Tyne.

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CLASS B. S. \*

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GLASGOW, 12<sup>th</sup> January 1920

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Lloyd's Register  
Foundation.



# THE BRITISH CORPORATION

FOR THE

## SURVEY AND REGISTRY OF SHIPPING.

ESTABLISHED 1890.

(Appointed by the Board of Trade to approve and certify Load Lines under the Merchant Shipping Acts 1876 and 1890.)

### CERTIFICATE OF CLASS

# B. S. \*

The Steel Screw Steamer "Cilurnum" Off. No. 142855

was built under the Special Supervision of the Surveyors to this Corporation and reported to be, on the 22<sup>nd</sup> December 1919, in Hull and Equipment, in good and efficient condition, fit to carry dry and perishable cargoes to all parts of the World and has been Classed and entered in the Register Book of the Corporation with the character **B. S. \*** subject to the Freeboards and Periodical Survey, as set forth on the other pages of this Certificate.

Witness our hands,

*[Signature]*  
For Chairman of Committee of Management.

*[Signature]*  
Secretary.

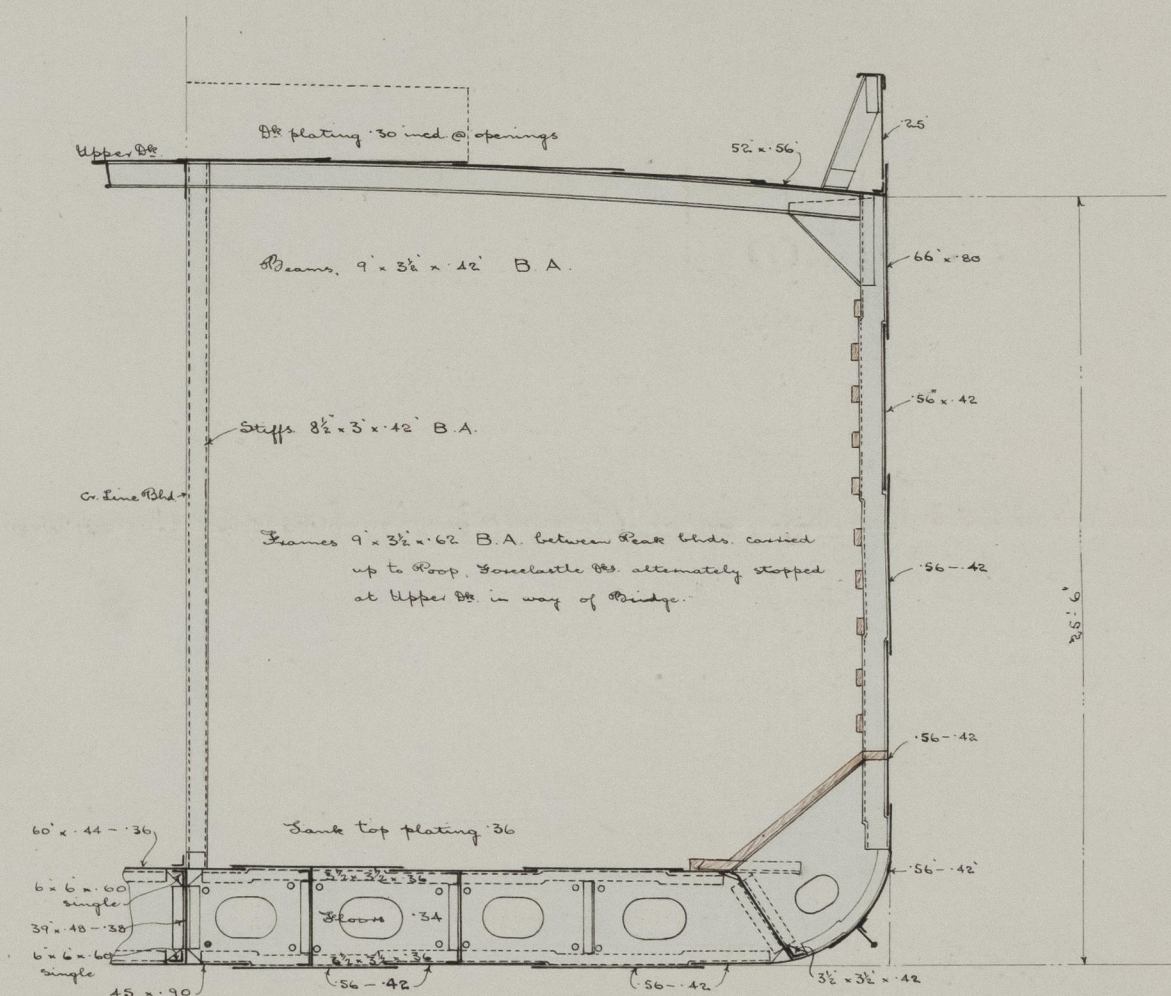
14 BLYTHWOOD SQUARE  
421 ST. VINCENT STREET,

GLASGOW, 12<sup>th</sup> January 1920

Name and Description, *Steel Screw Steamer Cilurnum*  
Date of Launch, *20<sup>th</sup> October 1919* Port of Registry, *Newcastle-on-Tyne* Off. No. *142855*  
Name and Address of Owners, *Messrs Hall Bros. Steamship Co. Newcastle-on-Tyne*  
Name and Address of Builders, *Sir Raylton Dixon & Co. Ltd. Middlesbrough*  
Registered Dimensions, *331' 4" x 46' 8" x 23' 25"* Moulded Dimensions, *331' 0" x 46' 6" x 25' 6"*  
Registered Tonnages; Gross, *3076.75* Nett, *1848.36* Under Deck, *2843.52*  
Freeboard in Summer, from Statutory deck }  
line *1.4* ins. above ~~wood~~ iron deck at side, } *4' 1 1/2"* Allowance in Fresh Water, *6"* Winter, *4"* Winter North Atlantic, *6"*

Special Survey No. 1 is due *December 1923*

### PARTICULARS OF SCANTLINGS.



Scantlings increased in way of Machinery Space

*[Signature]*  
Chief Surveyor.  
Glasgow, 12<sup>th</sup> January 1920

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# PERIODICAL SURVEYS.

- (1) The Special Periodical Surveys on Classed Vessels must be carried out at intervals of four years from the date of build, or at such shorter intervals as may be fixed by the Committee in special cases, or from a date six months after launching in the case of a new Vessel, not completed within that period. Such Surveys may, if desired by the Owners, be carried out prior to the date when they become due, provided the subsequent interval between Surveys does not exceed four years.
- (2) Owners will receive notice of the dates when the Special Periodical Surveys become due, but it must be understood that the responsibility for non-compliance with such notice rests with the Owners, or their representatives.
- (3) Under special circumstances, and subject to the sanction of the Committee, where a Survey has been commenced at the proper time and partially carried out, its completion may be delayed for a period not exceeding twelve months from the stipulated time, but such extension of time is not intended to interfere with the completion of Special Survey No. 3 within thirteen years from the date of build.
- (4) Any Vessel which may be away from the United Kingdom when her Special Survey becomes due, and not submitted for such Survey within the twelve months next ensuing, will be liable to have her Class in the Register Book suspended.
- (5) When any Vessel having the Corporation Class, receives damage by grounding, collision, or other cause affecting her general seaworthiness, she must be submitted by the Owner for examination, and all repairs found by the Surveyors to be necessary for Hull or Machinery, must be carried out to their satisfaction.
- (6) When it is found necessary to remove the boilers, or any part of the machinery, intimation is to be made to the Secretary or sent to the nearest Office of the Corporation, so that a proper examination may be made of the spaces opened up, and any defects then disclosed are to be made good to the satisfaction of the Surveyor.
- (7) The Surveyors are, at all reasonable times, to have access to Classed Vessels, and intimation should be made by Owners or their representatives, on all occasions of docking or slipping, in order that such Vessels may be duly inspected, and a date of "Last Survey" recorded in the Register Book. If at any such visit the Surveyors consider repairs to be desirable, intimation of the same will be made to the Owner or his representative, and such repairs should be carried out as soon as possible, in order that the Vessel's Class may be maintained. Vessels should be placed in dry dock for examination at least once a year, but the intervals between such dockings must not exceed two years.
- (8) The Surveyors must undertake all Surveys at the request of the Owners or Masters of Classed Vessels, and must at once report thereon to the Committee; they are to avail themselves of every practicable opportunity of carrying out Classification Surveys in connection with Damage or Repair Surveys, so as to avoid unnecessary duplication of work.

**Special Survey No. 1.**—The Vessel to be placed in dry dock or upon a slipway for examination; the holds, peaks, bilges, and in Steamers, the machinery space and bunkers, cleaned out; the ceiling in holds lifted to the extent of at least one strake on each side fore and aft, and the flooring plates in the machinery space removed, where necessary, for the proper examination of the cement. All portable ceiling should also be removed.

Where a double bottom is fitted, sufficient ceiling must be lifted, and the tank opened up and cleaned out to enable the Surveyor to satisfy himself as to its condition, and the remainder of the ceiling removed, if necessary, for cleaning and coating the top plating. The double bottom must also be tested with water pressure equal to the height of the load draught of the Vessel.

Deep water ballast hold tanks and peak ballast tanks are to be examined and tested; the former in all cases with a head of water to a height of eight feet above the crown, and the latter with the same pressure wherever practicable.

At this and all subsequent Surveys the masts, spars, rigging, and outfit, all parts of the steering arrangements, the hatch covers, and fore and afters, the windlass, sluice valves, watertight doors and air and sounding pipes to be examined, placed in good condition, and reported upon; the efficiency of the hand pumps is to be tested; the surfaces of framing and plating cleaned and coated where necessary, and the freeboard marks verified. When cargo spaces are insulated in connection with refrigerating plant, the limbers and hatches are to be removed and an examination made in way of same.

It is important that under all sounding pipes, small iron plates be bedded in the cement for the rods to strike upon.

At this and all subsequent Special Periodical Surveys on Vessels intended for the carriage of oil in bulk,

the tanks must be thoroughly cleared of gas and every precaution taken to secure safety during inspection. Each compartment is to be tested with a head of water up to the top of the expansion trunk hatchways.

**Special Survey No. 2.**—All the requirements for Special Survey No. 1 are to be carried out, and, in addition, a second strake of ceiling on each side fore and aft at the bilges, to be removed, and in way of double bottoms or deep tanks the whole of the ceiling to be lifted. The windlass to be examined, and if of wood it should be unhung and the lining stripped. Wood decks are to be bored where worn, carefully examined as to condition, and renewed if reduced to three-fourths the Rule thickness, or if found otherwise defective.

At this and all subsequent Special Surveys the hawse pipes must be examined, the chain cables ranged, the shackle pins driven out, and the cables examined, and if found reduced in sectional area to the extent of 25 per cent. below the requirements, or as represented by the following Table, they must be renewed. In Vessels which have had structural alterations made, which have the effect of increasing the equipment tonnage and bringing them into a higher grade for equipment than when built, the original cables may be retained until they are reduced to 25 per cent. below the area of the larger cable required:—

$\frac{1}{16}$ in. reduction in cables of $\frac{8}{16}$ in. and under $\frac{1}{16}$ in. diameter.					
$\frac{1}{16}$ "	"	"	$\frac{1}{16}$ "	"	$1\frac{1}{16}$ "
$\frac{2}{16}$ "	"	"	$1\frac{1}{16}$ "	"	$1\frac{1}{16}$ "
$\frac{3}{16}$ "	"	"	$1\frac{1}{16}$ "	"	2 "
$\frac{4}{16}$ "	"	"	2 "	"	$2\frac{1}{16}$ "
$\frac{5}{16}$ "	"	"	$2\frac{1}{16}$ "	"	3 "
$\frac{6}{16}$ "	"	"	3 "	"	$3\frac{1}{16}$ "

**Special Survey No. 3.**—All the requirements for Special Surveys Nos. 1 and 2 are to be complied with, and, in addition, all the close ceiling and ceiling spars to be removed, so as to expose the whole of the framing, floors, reverse bars, and shell plating. The cement on the bottom need not be disturbed if found satisfactorily adhering to the plating. All rust must be removed from both surfaces of the shell plating, from framing and floor plates, and from all other exposed surfaces of iron or steel, and afterwards repainted.

All mast and bowsprit wedging to be renewed, and the condition of the plating of iron and steel spars tested by hammering or drilling, as may be found necessary.

In way of cabin accommodation the ceiling may, in the first instance, be removed from under the side lights, so that the Surveyor may judge of the condition of the hull at those parts, and if, upon such examination, he considers it necessary, additional lining must be removed.

At this and all subsequent Surveys, enough lining is to be removed from all insulated spaces to enable the Surveyor to satisfy himself as to the general condition of the plating and framing in way of the insulation.

In Steel Steamers, the shell plating, and such other parts of the Vessel's scantlings as may be considered necessary by the Surveyor, should be drilled in such places as are liable to excessive corrosion, and where material reduction in scantlings is found, renewals are to be effected, or compensation provided to the approval of the Committee.

In the case of Iron Vessels or Steel Sailing Ships, the drilling may be dispensed with, if, in the opinion of the Surveyor, the condition of the Vessel may warrant it.

Wood waterways should be scraped bright at short distances, as the Surveyors may require, for examination.

**Second Special Survey No. 1.**—All the requirements of Special Survey No. 1 are to be complied with, and a second strake of ceiling on each side lifted; the whole of the ceiling being removed from the top of double bottoms or deep tanks.

Special attention should be given to the condition of the shell plating and other parts of the Vessel's scantlings, and where not drilled during the No. 3 Survey, this must now be done.

**Second Special Survey No. 2.**—The requirements of this Survey are the same as for Special Survey No. 2, with the extra examination as specified for the previous Survey.

**Second Special Survey No. 3.**—All the requirements of Special Survey No. 3 must be complied with, and in addition, the actual scantlings of the Vessel throughout are to be ascertained by the Surveyor, who is to report the same in detail to the Committee. This Survey is due in twenty-four years, and must be carried out within twenty-five years from date of build.

**Third Special Survey No. 1.**—This and succeeding Surveys must correspond with Special Survey No. 1 and succeeding Surveys, unless otherwise determined by the Committee.