

STEEL ~~STEAMER~~ MOTORSHIP.

21 APR 1928

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

19th April 1928

Port of

Belfast

No. 9954

Survey held at

Belfast

Date First Survey

4th June 1927

Last Survey

16th April

1928

On the

(State if Machinery fitted Aft and
if Single, Twin or Triple Screw)

SINGLE SCREW MOTORSHIP "KING NEPTUNE"

State Type

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

Full Scantling

State Type of Erections

P.B. & F. etc

TONNAGE under
Tonnage Deck...

4806.62

CLASS

100A.1

State if with freeboard
as condition of Class

No

Built at

Belfast

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 400

Breadth (greatest moulded)

B 54.5

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

D 29.625

1st Longitudinal Number (L x D) =

11850

2nd Numeral L x (B + D) =

33650

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

26.5

Proportions—Depth to Length—Uppermost con-
tinuous deck to top of keel

13.5

Do. Long Bridge to top
of keel

10.5

Draught Moulded

(23'-8")

Launched 26th January 1928 Yard No. 762

Builders Harland & Wolff Ltd

Owners King Line Ltd

Managers Dodd Thomson & Co Ltd

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

Residence

Port of Registry London

If surveyed while building afloat, or in dry dock

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	28		Bracket Floors, Frame	9 3/2 48	
" " from 1/2 length to Collision bulkhead	24		" " Reversed Frame	8 1/2 3 48	
" " in peaks	24		" " Vertical Struts	8 1/2 3 48	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	42 x 52 to 42	
Frame Amidships, Angle, [or]	12 x 4 x 4 1/2 56W 625F		" " top Angles	3 1/2 3 1/2 50	
" " Extends up to	Upper Deck		" " bottom Angles	4 x 4 x 56 to 52	
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness	ONE 38 (NOT FRANGED)	
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	36 x 50	
Depth of Framing Girder	12		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	3 1/2 3 1/2 42	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	✓		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	3 1/2 3 1/2 42	
" " Second 'tween Decks, Angle, [or]	✓		" " Gussets, spacing and scantling abaft 1/2 len. from stem	CONTINUOUS PLATE 38	
" " Third " " " "	✓		" " Gussets, spacing and scantling forward 1/2 len. from stem	"	
Framing in Peaks, Angle, [7 1/2 3 36		Tank Side Brackets, height above base line at toe of Frame and thickness	63 x 46	
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships	7/8 5 1/4		INNER BOTTOM PLATING.		
State if Frame Joggled	Yes		Breadth and thickness of Middle Line Strake	50 x 50 to 40	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	WEBB & FRINGERS AS PER SECTION 7 OF RULES & AS APPROVED THREE FRAMES OF SHELL NEXT KEEL MAINTAIN MIDSHIP THICKNESS TO COLL BULKHEAD. D.B. FRAMES DOUBLE & SOLID FLOORS EVERY FRAME FOR 2 OF 3/8 L RIVETING AS PER RULES		Thickness of remainder in Holds	42 to 36	
STRENGTHENING OF BOTTOM FOR- WARD. 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?	MOTOR VESSEL	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	✓		Uppermost Continuous Deck, amidships in Wells, Angle, [or]	10 x 3 1/2 x 3 1/2 58W 575F	
Height of Brackets at side above base line at toe of frame	✓		" " in way of Bridge, Angle, [or]	10 x 3 1/2 x 3 1/2 58W 575F	
Middle Line Keelson, on Floors, Angles, [or]	✓		Spacing	28"	
" " Through Plate or Intercostal Plate	✓		Second Deck, amidships, Angle, [or]	✓	
" " Foundation Plate on Floors	✓		Spacing		
" " Flat Plate Keel Angles	✓		Third Deck, amidships, Angle, [or]	✓	
Side Keelsons, No. each side	✓		Spacing		
" " thickness of Intercostal Plate	✓		Fourth Deck, amidships, Angle, [or]	✓	
" " Angles	✓		Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, [or]	6 1/2 3 34	
Solid Floors, thickness and spacing	38 8 1/4		Spacing	28 to 24	
" " Are Frame and Reversed Frame joggled?	Frame joggled		Bridge Deck, Angle, [or]	9 3 1/2 44	
Bracket Floors, breadth and thickness at middle line	44 x 38		Spacing	28	
" " breadth and thickness at margin plate	39 1/2 x 38		Forecastle Deck, Angle, [or]	7 1/2 3 1/2 44	
			Spacing	24 to 24	

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.....	<i>One in Bridge Space</i>			✓	Stringer Plate, breadth and thickness in way of Bridge				✓
„ <i>Bridge</i> in/tween Decks, Size and Spacing.....	<i>2 7/8</i>	<i>56"</i>	✓		Thickness of Plating abreast Deck openings in way of Wells				
„ „ „ „ „					Thickness of Plating abreast Deck openings in way of Bridge				
„ in Holds „ „	<i>Centre Line Bulkhead</i>				Thickness of Plating within line of openings...				
„ „ „ „ „					If Sheathed, material and thickness				
Centre Line Bulkhead.	<i>1 1/2</i>	<i>3 1/2</i>	<i>52 3/4</i>	✓	Third Deck.				
Stiffeners and Spacing.....	<i>24 IN 4</i>	<i>56</i>	✓		Stringer Plate, breadth and thickness.....				
Plating, thickness of	<i>.30</i>		✓		If Plated, state thickness.....				
STRINGERS AND DECKS.					Fourth Deck.				
Uppermost Continuous Deck.					Stringer Plate, breadth and thickness.....	✓			
Stringer Plate, breadth and thickness in Wells	<i>56"</i>	<i>x</i>	<i>.92</i>	✓	If Plated, state thickness				
„ „ „ „ in way of Bridge	<i>47"</i>	<i>x</i>	<i>.39</i>	✓	Poop Deck.				
„ Angle in Wells	<i>6 x 6</i>	<i>x</i>	<i>.92</i>	✓	Stringer Plate, breadth and thickness	<i>35 1/2"</i>	<i>x</i>	<i>.35</i>	
Thickness of Plating abreast Deck openings in way of Wells	<i>.47</i>		✓		Plating, Sheathing, material and thickness ..	<i>.30</i>	<i>2 1/2"</i>	<i>PINE</i>	✓
Thickness of Plating abreast Deck openings in way of Bridge	<i>.35</i>		✓		Bridge Deck.				
Thickness of Plating within line of openings...	<i>.42</i>		✓		Stringer Plate, breadth and thickness.....	<i>54"</i>	<i>x</i>	<i>.46</i>	✓
If Sheathed, material and thickness	✓				Plating, Sheathing, material and thickness ..	<i>.42</i>	<i>NO SHEATHING</i>		
Second Deck.					Forecastle Deck.				
Stringer Plate, breadth and thickness in Wells...	✓				Stringer Plate, breadth and thickness.....	<i>34 1/2"</i>	<i>x</i>	<i>.35</i>	✓
					Plating, Sheathing, material and thickness ..	<i>.34</i>	<i>(4" PINE UNDER WINDLASS)</i>		

SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? <i>No</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	<i>49</i>	<i>.77</i>	<i>.68</i>	<i>.68</i>		<i>Double</i>	<i>1"</i>	<i>4</i>	<i>Four</i>	<i>1"</i>	<i>4</i>	<i>Lapped</i>	
„ DBLG. (if any)		<i>✓</i>				<i>✓</i>							
BOTTOM PLATING, No. of Strakes <i>5</i>)	<i>✓</i>	<i>.60</i>	<i>.46</i>	<i>.46</i>		<i>Double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Three</i>	<i>7/8</i>	<i>3/8</i>	<i>"</i>	
BILGE PLATING, No. of Strakes <i>2</i>)	<i>✓</i>	<i>.60</i>	<i>.46</i>	<i>.46</i>		<i>Double</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
SIDE PLATING, No. of Strakes <i>3</i>)	<i>✓</i>	<i>.60</i>	<i>.44</i>	<i>.44</i>		<i>Double</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
UPPER DECK, Sheer-strake in Wells.....)	<i>50</i>	<i>.93</i>	<i>.44</i>	<i>.44</i>		<i>Double</i>	<i>1"</i>	<i>4</i>	<i>Five</i>	<i>1"</i>	<i>4 1/2</i>	<i>"</i>	
UPPER DECK, Sheer-strake in Bridge ...)		<i>.59</i>				<i>Double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Three</i>	<i>7/8</i>	<i>3/8</i>	<i>"</i>	
STRAKE BELOW Sheer-strake in Wells.....)	<i>50</i>	<i>.77</i>	<i>.44</i>	<i>.44</i>		<i>Double</i>	<i>1"</i>	<i>4</i>	<i>Four</i>	<i>1"</i>	<i>4</i>	<i>"</i>	
STRAKE BELOW Sheer-strake in Bridge ...)	<i>"</i>	<i>.60</i>				<i>Double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Three</i>	<i>7/8</i>	<i>3/8</i>	<i>"</i>	
POOP SIDE PLATING				<i>.38</i>		<i>Single</i>	<i>3/4</i>	<i>3</i>	<i>Two</i>	<i>3/4</i>	<i>2 5/8</i>	<i>"</i>	
BRIDGE SIDE PLATING ...		<i>.58</i>				<i>Double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Five</i>	<i>7/8</i>	<i>4</i>	<i>"</i>	
FOREC'TLE SIDE PLATING			<i>.40</i>			<i>Single</i>	<i>3/4</i>	<i>3</i>	<i>Two</i>	<i>3/4</i>	<i>2 5/8</i>	<i>"</i>	

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		Casting or Forging.		Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
Extending to Upper Deck (Sec. 3 c)		✓				
" Deck next below		✓				
As per Rule		✓				
	Plating Thickness.	STIFFENERS.				
		VERTICAL.	HORIZONTAL.			
		Scantlings.	Spacing.	Scantlings	Spacing.	
N ^o 51 FORD N ^o 51 AFT	✓ 41-26	12x64x4x40	✓ 30	✓		
MIDSHIP BULKH'D, Upper tween decks	✓ 40-26	12x54x4x40	✓ 30	✓		
" DEEP TANK AFT BULKH'D	✓ 48-30	LOWER 12x40x3x34x30 UPPER 7/8x3x40 B.A. AND AS PER PLAN	✓ 30	✓	Semi Box BEAM 39"x44"	
" DEEP TANK FORD BULKH'D	✓ 42-30	LOWER 12x52x3x34x30 UPPER 8x3x55 B.A. AND AS PER PLAN	✓ 30	✓	Semi Box BEAM 39"x44"	
" Holds		O.F. BUNKERS AS PER APPROV. PLANS				
COLLISION	(in Hold)	50 To 28	10x34x50 B.A.—24 4 1/2x3x30 P.A.—30	30	Semi Box BEAM	24"x44"
AFTER PEAK		49 To 30	12x34x58 B.A. AS APP.	24"	"	48"x36"

STEEL.

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

Has the Steel been tested as required by the Rules?

EQUIPMENT No.										LETTER <i>X</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.	Cwts.			
89539	1st Bower ...	64	0	21	Stockless			50	12	2	0	63 ³ / ₄	Hall's 6 S Head	N. Hingley & Sons Ltd.	8/12/27 H. Green
89540	2nd " ...	63	1	25				50	5	0	0	63 ³ / ₄	Shank forged steel	-	-
89402	3rd " ...	55	0	0				45	7	2	0	54 ¹ / ₂	Shank W. Iron	-	20/10/27 -
	Collective weight.	182	2	18								182 ¹ / ₂			
89507	Stream	17	2	14	4	3	2	18	14	1	14	17 ¹ / ₂	Rodgers Forged W.I.	"	" 23/11/27 "

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.	Statutory.	Breaking.	Supplied.	Per Rule.			Length.	Diam.					Length.	Cir.		Length.	Cir.
80676	135	2 ¹ / ₄	91 ¹ / ₂	127 ¹ / ₂	342	1	22	682 ¹ / ₄	270	2 ¹ / ₄	Steel Link	N. Hingley & Sons Ltd. 8/12/27 H. Green.		TOWLINE ...	120	5	159	120	5
80704	135	2 ¹ / ₄	"	"	343	1	7				"	"	10/12/27	HAWERS & WARPS	180	2 ³ / ₄	15 ¹ / ₂	180	2 ³ / ₄
Iron Stream Chain or Steel Wire	90	4 ³ / ₄		47					90	4 ³ / ₄				"	180	2 ¹ / ₂	12 ¹ / ₂	180	2 ¹ / ₂

Steering Gear, Steam *H.W. Kile - Shaw Electric Hydraulic* Steering Gear, Hand *H.W. Worm & pinion*

Boats *Two lifeboats, one dinghy* Steering Chains, Size and Test *✓* Windlass *Clark Chapman (Electric)*

Ceiling in Holds, thickness and material *3" Pine* Cargo Battens, thickness, material and spacing *2" Pine 10" centres*

Cargo Hatchways.-(Upper Deck) *Pine plating angles, beams & ends 4"* Thickness of Hatches *3"*

Size of No. 1 Hatchway (Forward) *27'-0" x 20'-0"* No. 2 *30'-4" x 20'-0"* No. 3 *28'-0" x 18'-0"* No. 4 *30'-4" x 20'-0"* No. 5 *30'-4" x 20'-0"* No. 6 *✓*

Number of Shifting Beams *and for Fore and Afters* *No 1 & 3 Five No 2, 4 & 5 Six*

For HARLAND AND WOLFE LIMITED
Builder's Signature *Chas. Tays*

GENERAL DECLARATION *This vessel has been built in accordance with the plans approved by the Committee, the Secretary's letter, and in general conformity with the Rules. The workmanship and materials are good. ✓*

The double bottom tanks, peak tanks, deep tank & fuel oil bunkers have been tested as required with satisfactory results. ✓

The weather decks, watertight bulkheads & tunnel have been tested & found satisfactory. ✓

Steering gear, windlass, W.T. door, bilge pumps & hand pumps have been tested under working conditions & found satisfactory. ✓

The fuel oil bunker tanks have been constructed in accordance with the approved plans. ✓

The Freeboard has been verified & cut in on the vessel's sides. ✓

The amount of Entry Fee £ *9 : 0 : 0* Fees applied for, *19th Apr 1928*

Special Survey Fee.... £ *330 : 14 : 0* Received by me, *W.T. Hudson*

Freeboard *10 : 1 : 8*

Travelling Expenses, if any £ *✓* : *1. 5. 13*

I am of opinion the Vessel should be Classed *100-A-1*

State whether the Vessel has been built under Special Survey *Yes* Signature *W.T. Hudson*

Certificate to be sent to *This Office* Date of issue *3/5/28* Surveyor to Lloyd's Register of Shipping.

Committee's Minute **FRI. 27 APR 1928**

Character assigned *+ 100A1*

Write Gls. Lr 27 4.28

Lloyd's ACP + Lmb. 4.28 Cl. oil exp. SB-100A

W.T. Hudson

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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.)

The approved Midship Section & Profile are forwarded for reference. Please return these plans for use in sister vessels at present under construction.

Laying Reports (three) are enclosed herewith.

This vessel is a Sister Vessel to the MV "King Leo" (Report No. 9930)

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	(89539)	39. 3. 16	F.L.R	468.	26. 10. 27
	2nd "	(89540)	39. 3. 23	F.L.R	471	26. 10. 27
	3rd "	(89402)	35. 1. 27	M.A.B	1134	30. 3. 27.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 24.66 ft., R.Q.D. ✓ ft., Bridge 42.33 ft., Forecastle 35 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 St (Steel) ✓

Official No. 160404 : Signal Letters Is bottom of Vessel coated with cement. Partly. if not give particulars of composition Nothing in D.B. oil tanks. Cement in foremast & aftermast D.B. tanks, feed water tanks under motors & in fore & after peaks.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	109.66	252 ✓	Fore peak tank,	FRAME 78 Fore	109
Double bottom, under Engines and Boilers, 6-6 1/4 (P.S.)	39.66	248 ✓	After peak tank,	FRAME 81 Aft	260
Double bottom, if under Engines only,	✓	✓	Deep tank, aft,	✓	✓
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward,	25.66	1076
Double bottom, forward,	184.66	583 ✓	Other tanks, if fitted, (If necessary, furnish further information by sketch.)	✓	26
Total capacity of double bottom		1083	* The wells are not to be included in the lengths of the tanks.		

Order for Special Survey No. 445

Date

9-5-24

Dates of Surveys held while building

1927

June 4, 13 Aug 4, 11, 25 Sept 5, 19, 27 Oct 5, 7, 12, 14, 18, 20, 24, 28 1927 4, 10, 14, 23 25, 29 Dec 2, 7, 12, 15, 23 1928 Jan 4, 16, 10, 11, 13, 16, 17, 18, 19, 20, 21, 24, 26, 27 Feb 6, 7

Mar 6, 8, 27 Apr 2, 4, 12, 13, 14, 16.

Total No. of Visits 52