

STEEL STEAMER or MOTORSHIP.

10 APR 1929

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 *6th April 1929*Port of *Dundee.*No. *8687*Survey held at *Dundee.*Date First Survey *11th Sept. 1928*Last Survey *5th April*

1929

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

*STEEL TWIN SCREW.**"PERCH ROCK"*

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

State Type of Erections

TONNAGE under Tonnage Deck

*765.94*CLASS *100 A 1.*

FOR FERRY SERVICE

State if with freeboard as condition of Class

*AS APPROVED*Built at *Dundee*

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) *PER MIDSHIP SECTION L 150'-0"*Launched *6th July 1929* Yard No. *328*

Total

*765.94*Breadth (greatest moulded) *B 50'-0"*Builders *The Calson S. & Co. Ltd.*

Gross Tonnage

*765.94*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 16'-0"*Owners *Mayor, Aldermen & Burgess of the Borough of Salford.*

Register Tonnage

284.94

1st Longitudinal Number (L x D) =

Managers

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

REGISTERED DIMENSIONS.

FEET.

Length

144.65

Breadth

50.1

Depth

15.4

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

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

Do. Long Bridge to top of keel

Draught Moulded

*9' 9"*Residence *Church St. Egremond, Cheshire*Port of Registry *Liverpool*

If surveyed while building, afloat, or in dry dock

Building, afloat and in dry dock.

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>21"</i>		Bracket Floors, Frame		
from 1/2 length to Collision bulkhead	<i>All for a staff</i>		Reversed Frame		
in peaks			Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness amidships		
Frame Amidships, Angle, <i>E</i> or <i>C</i> <i>NBS</i>	<i>4 3 33</i>		top Angles		
Extends up to	<i>upper deck.</i>		bottom Angles		
Reversed Frame Amidships, Angle <i>Frame bracket floor in buoyancy space flange 3" on top</i>			Side Girders, No. each side and thickness		
Extends up to <i>horizontal</i>			Margin Plate depth (excl. of flange) and thickness		
Depth of Framing Girder <i>7" Bull angle section</i>			Vertical Angle to Tank side		
Frames in Uppermost Continuous Decks, Angle, <i>C</i> or <i>E</i>			Bracket abaft 1/2 len. from stem		
Second 'tween Decks, Angle, <i>C</i> or <i>E</i>			Vertical Angle to Tank side		
Third			Bracket forward 1/2 len. from stem		
Framing in Peaks, Angle or <i>C</i> <i>NBS</i>	<i>4 3 33</i>		Gussets, spacing and scantling abaft 1/2 len. from stem		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>3/4 5 1/2</i>		Gussets, spacing and scantling forward 1/2 len. from stem		
State if Frame Joggled	<i>joggled</i>		Tank Side Brackets, height above base line at toe of Frame and thickness		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars			INNER BOTTOM PLATING.		
STRENGTHENING OF BOTTOM FORWARD. State Particulars			Breadth and thickness of Middle Line Strake		
SINGLE BOTTOM.			Thickness of remainder in Holds		
Floors, Depth and thickness at mid-line in	<i>25" x 1/8</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?		
Hold way of engine	<i>15 1/4 x 4 1/2 x 5/16</i>		BEAMS.		
Clear of engine	<i>15 1/4 x 4 1/2 x 5/16</i>		Uppermost Continuous Deck, amidships	<i>7 3 4 1/2</i>	
Height of Brackets at side above base line at toe of frame	<i>15 1/4 x 4 1/2 x 5/16</i>		(NBS) in Wells, Angle, <i>E</i> or <i>C</i>		
Middle Line Keelson, in Floors, Angles, <i>E</i> or <i>C</i>	<i>4 3 38</i>		in way of engine	<i>9 3 50</i>	
Through Plate or Intercoastal Plate	<i>36</i>		in Boiler space	<i>7 3 3 1/2 x 21 1/2 x 5/16</i>	
Foundation Plate on Floors (P.F.S.)	<i>12 x 36</i>		Spacing		
Flat Plate Keel Angles	<i>3 1/2 3 38</i>		Second Deck, amidships, Angle, <i>E</i> or <i>E</i>		
Side Keelsons, No. each side	<i>15 1/4 x 4 1/2 x 5/16</i>		Spacing		
Thickness of Intercoastal Plate	<i>3 1/2 x 3 1/2 x 36</i>		Third Deck, amidships, Angle, <i>C</i> or <i>C</i>		
in way of Boiler space	<i>15 1/4 x 4 1/2 x 5/16</i>		Spacing		
Angles	<i>12 1/2 x 5 1/2</i>		Fourth Deck, amidships, Angle, <i>C</i> or <i>C</i>		
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing			Poop Deck, Angle, <i>C</i> or <i>C</i>		
Are Frame and Reversed Frame joggled?			Spacing		
Bracket Floors, breadth and thickness at middle line			Bridge Deck, Angle, <i>C</i> or <i>C</i>		
breadth and thickness at margin plate			Spacing		
			Forecastle Deck, Angle, <i>C</i> or <i>C</i>		
			Spacing		

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>2 Rows in E.D. 1 R. in B.S. and 2 R. in way of accommodation forward</i>	✓	✓	Stringer Plate, breadth and thickness in way of Bridge	✓	
" in 'tween Decks, Size and Spacing..... <i>3" Bear 3-4 in way of accommodation frame spaces apart</i>	✓	✓	Thickness of Plating abreast Deck openings in way of Wells	✓	
" " " " "	✓	✓	Thickness of Plating abreast Deck openings in way of Bridge	✓	
" in Hold <i>Ballast tanks forward.</i>	<i>3 x 3 = 360A on alternate framing work plate in G. line</i>	✓	Thickness of Plating within line of openings...	✓	
" in Eng. Space	<i>3 7/8" clear 4 1/2" frame spaces apart.</i>	✓	If Sheathed, material and thickness	✓	
" " <i>Center Line Bulkhead, Deck plate in way of Ballast Tanks</i>	<i>3 x 3 = 300A alternate</i>	✓	Third Deck.		
Stiffeners and Spacing	<i>Plating 38</i>	✓	Stringer Plate, breadth and thickness.....	✓	
<i>Longitudinal B.S. Port & Starboard</i>	<i>Plating thickness 46" - 30</i>	✓	If Plated, state thickness.....	✓	
<i>Stiffeners in way of F.O. Bulkhead 5 x 3 = 450A with 10" x 3 = 30" fillets 10" x 10" above base longitudinal.</i>	<i>40" - 26</i>	✓	Fourth Deck.		
STRINGERS AND DECKS.	<i>Stiffeners 5 x 3 = 40 BA (NBS)</i>	✓	Stringer Plate, breadth and thickness.....	✓	
Uppermost Continuous Deck.	<i>Stringer Plate, breadth and thickness in Wells 62 1/2" x 40</i>	✓	If Plated, state thickness	✓	
Stringer Plate, breadth and thickness in Wells	<i>in way of Bridge</i>	✓	Poop Deck.		
Angle in Wells	<i>3 1/2 3 1/2 40</i>	✓	Stringer Plate, breadth and thickness	✓	
Thickness of Plating abreast Deck openings in way of Wells	<i>32</i>	✓	Plating, Sheathing, material and thickness	✓	
Thickness of Plating abreast Deck openings in way of Bridge	✓	✓	Bridge Deck.		
Thickness of Plating within line of openings...	<i>32</i>	✓	Stringer Plate, breadth and thickness.....	✓	
If Sheathed, material and thickness	<i>Galvanised plating over B.S. space.</i>	✓	Plating, Sheathing, material and thickness	✓	
Second Deck.	<i>with Greenheart 5 x 2 1/2" fillets above base longitudinal.</i>	✓	Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	✓	✓	Stringer Plate, breadth and thickness.....	✓	
			Plating, Sheathing, material and thickness	✓	

SHELL PLATING.

[illegible]

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—			
Extending to Upper Deck (Sec. 3 c)	5		
Deck next below	1 to W.T. flat form		
As per Rule	14		
		STIFFENERS.	
Plating Thickness.		VERTICAL.	HORIZONTAL.
		Scantlings. Spacing.	Scantlings. Spacing.
MIDSHIP BULKHEAD. <i>Gr. portion No 43</i> <i>in way of future O. Bulker</i>	Upper twelve decks	44'-32" <i>(NBS)</i>	4 x 3 x 46 BA 33 1/2"
	<i>2nd portion No 43</i>	34'-30 5/2" <i>(OB)</i>	4 x 3 x 36 BA 21" 10 x 3 x 33 1/2" <i>45" fite</i>
	Third		16'-0" <i>above base</i>
COLLISION	Hold	No 63 { 40'-30 6 x 3 x 32 0A 24" <i>Below W.T. flat.</i>	
	(in Hold)	28 4 x 3 x 36 0A 23 1/2" <i>above W.T. flat.</i>	
		40'-30 6 x 3 x 36 0A 23 1/2" <i>Below W.T. flat.</i>	
AFTER PEAK		27 4 x 2 x 30 0A 23 1/2" <i>above W.T. flat.</i>	
		No 8..... 32'-26 6 x 3 x 42 0A 27-30"	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	Flat plate keel.			
STEM	Ruled bar $6\frac{1}{2} \times 1\frac{7}{8}$ Scotland 1860.			
STERN FRAME	Propeller castings	"A" Bracket castings $12" \times 3\frac{1}{2}$	Clyde Alloy.	✓
	Rudder castings	Scoltner Patent fitted as per approved plans.		
RUDDER—A x D	Area of rudder without fillet = $29.5 \frac{17}{16}$ " " " " = $4.0 \frac{17}{16}$			
Speed of Vessel	11 Knots			
RUDDER mainpiece at head ..	Please see Special Plans of approved Scoltner Patent Rudders.			
" " heel ..				
" " how constructed				
" " double or single plate ..				
" " coupling, vertical or horizontal				

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Carnegie Steelworks*
The South Durham S & C Co. Ld. - Cleveland S. Works Southbank. W. Beadmore Works D. Colville & Sons Ltd.
The Lancashire Steel Co. Ld. The Steel Coy of Scotland Ld. Carruthers & Co. Ld. Pease & Partners Ld.
 Has the Steel been tested as required by the Rules? *Yes. Open heart Process.*

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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.)

List of approved plans, etc. forwarded herewith.
Midship Section
Profile, deck plans & bulkheads.
Rudder frame.
Rudder stock Central Spindle & connecting Rods.
Rudder trunk Casting and lower bearing
Calculations for the Splitter's Rudder.
Emergency Steering Vack.
Proposed arrangements of pillars and girders in Engine Room.
Plan of Pillaring in Boiler Room.
Propeller "A" Brackets.
Plan of A.S. flat Gens.
Plan of side Stringers
Lumping Plan.
Plan of multiple Punching.
Engine Reating Plan.
Midship Section as built
Forging and Casting Certificates herewith.

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

1st Bower

2nd "

3rd "

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 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) *1 Deck stl. Wood Sheath. (double thickness)*

Official No. *161090*; Signal Letters ☒

particulars of composition *Bitumastic*. Is bottom of Vessel coated with cement ☒ if not give

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length.		Water Capacity.		Where Fitted.	*Length.		Water Capacity.	
	Feet.	Tons.	Feet.	Tons.		Feet.	Tons.	Feet.	Tons.
Double bottom, aft,	✓	✓			Ballast				
Double bottom, under Engines and Boilers,	✓	✓			Fore peak tank, forward 63-74	19' 3"	103.054		
Double bottom, if under Engines only,	✓	✓			Ballast				
Double bottom, if under Boilers only,	✓	✓			After peak tank, forward 74-79	8' 9"	25.484		
Double bottom, forward,	✓	✓			Ballast				
					Deep tank, aft, (P.S.) 8-13	8' 9"	64.054		
					Deep tank, forward, F.W. Tank G. aft 13-16	5' 3"	16.554		
					Other tanks, if fitted, Oil Tank P.S. for fuel use 17-22	10' 6"	36.454		
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. *943*

Date *10th Aug. 1928.*

Dates of Surveys held while building

1928.
Sept. 11, 18, 21, 26, Oct. 3, 5, 8, 9, 10, 11, 12, 15, 16, 17, 18, 19, 22, 23, 24, 30, 31, Nov. 1, 2, 5, 6, 12, 14, 16, 19, 21, 27, 30.
Dec. 3, 5, 6, 10, 13, 14, 17, 18, 19, 21, 24, 27, 31.
1929, Jan. 7, 8, 9, 10, 11, 14, 15, 16, 17, 18, 21, 22, 23, 24, 25, 28, 30, 31. Feb. 1, 4, 5, 6, 11, 12, 14, 18, 19, 20, 21, 22, 26, 27.
March. 4, 6, 12, 13, 14, 20, 22, 27, 28. April. 1, 2, 3, 4.

Total No. of Visits *92*