

Rpt. 1.


NN. ARKADIA  
STEEL STEAMER OF MOTORSHIP.NOTED  
5 NOV 1931  
Received at London OfficeState 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 *2<sup>nd</sup> November 1931* Port of *NEWCASTLE-ON-TYNE*No. *87699*Survey held at *High Walker on Tyne* Date First Survey *21<sup>st</sup> May 1930* Last Survey *1931*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Quad. Screw "Monarch of Bermuda" machinery fitted amidships. Combined*  
State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Scantlings for draught* State Type of Erections *Bridge & Fide and superstructures above.*Tonnage under 13088.13 CLASS +100 A1 State if with freeboard as condition of Class *Yes* Built at *Naval Yard, High Walker*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 552.96* Launched *17 March 1931* Yard No. *1*Total 13088.13 Breadth (greatest moulded) *B 76.5* Builders *Vickers-Armstrongs Ltd.*Gross Tonnage 22424.22 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 40.08* Owners *Furness Withy & Co. Ltd.*Register Tonnage 12875.80 1st Longitudinal Number (L x D) = *22162* Managers *✓*  
(Where necessary to be entered in Reg. Book.)2nd Numeral L x (B + D) = *64464* Residence *✓*REGISTERED DIMENSIONS. FEET. Framing Depth "d," at middle of length. See Sec. 3 (1d) *8 ft. between stringers* Port of Registry *London (attached memo.)*Length *553.2* Proportions—Depth to Length—Uppermost continuous deck to top of keel *12.78* If surveyed while building, afloat, or in dry dockBreadth *76.75* Do. Long Bridge to top of keel *10.74* *while building*Depth *39.0* Draught Moulded *26.5* of keel*Scantlings are generally N.B.S.*

## 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>14-170 ft.</i>				Bracket Floors, Frame			
" " from $\frac{3}{4}$ length to Collision bulkhead				" " Reversed Frame			
" " in peaks				" " Vertical Struts			
SIDE FRAMING.				Centre Girder, depth and thickness amidships			
Frame Amidships, Angle <i>E or F</i> <i>5 E DK 9 3 1/2 44</i>				" " top Angles <i>Double</i> <i>3 1/2 3 1/2 62 56</i>			
" " Extends up to <i>5 E D DK 9 3 1/2 44</i>				" " bottom Angles <i>Double</i> <i>5 5 70 64</i>			
" " <i>5 D E A DK 6 3 1/2 36</i>				Side Girders, No. each side and thickness			
Reversed Frame Amidships, Angle				Margin Plate depth (excl. of flange) and thickness			
" " Extends up to				Frame Bracket Vertical Angle to Tank side			
Depth of Framing Girder				Bracket shaft + len. from stem			
Frames in Uppermost Continuous 'tween				Frame Bracket Vertical Angle to Tank side			
A B Decks, Angle <i>E or F</i> <i>6 3 1/2 36</i>				Bracket forward + len. from stem			
" " Second 'tween Decks, Angle <i>E or F</i> <i>6 3 1/2 36</i>				Gussets, spacing and scantling abaft + len. from stem			
" " Third D E " " " " <i>8 3 1/2 40</i>				Gussets, spacing and scantling forward + len. from stem			
" " <i>9 3 1/2 44</i>				Tank Side Brackets, height above base line at toe of Frame and thickness			
Framing in Peaks, Angle <i>E or F</i> <i>8 3 1/2 42</i>				INNER BOTTOM PLATING.			
Diameter and Spacing of Rivets through Frame and Shell Plating amidships <i>7/8 R @ 4 7/8</i>				Breadth and thickness of Middle Line Strake			
State if Frame Joggled <i>Yes</i>				Thickness of remainder in Holds			
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars <i>web frames, reverse frames, hold stringers</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?			
STRENGTHENING OF BOTTOM FORWARD. State Particulars <i>Additional intercostals, double riveted frames, midship thickness of shell maintained + certain owner's increases as per plans.</i>				BEAMS.			
SINGLE BOTTOM.				A Uppermost Continuous Deck, amidships			
Floors, Depth and thickness at mid-line in Holds				" " in way of Bridge, Angle <i>E or F</i>			
Height of Brackets at side above base line at toe of frame				Spacing			
Middle Line Keelson, on Floors, Angles, <i>E or F</i>				B Second Deck, amidships, Angle <i>E or F</i>			
" " Through Plate or Intercostal Plate				Spacing			
" " Foundation Plate on Floors				C Third Deck, amidships, Angle <i>E or F</i>			
" " Flat Plate Keel Angles				Spacing			
Side Keelsons, No. each side				D Fourth Deck, amidships, Angle <i>E or F</i>			
" " thickness of Intercostal Plate				Spacing			
" " Angles				E Fifth Deck, Angle <i>E or F</i> <i>Seasonally</i>			
DOUBLE BOTTOM.				Spacing			
Solid Floors, thickness and spacing <i>47 @ 31 &amp; 24 spacing</i>				Bridge Deck, Angle <i>E or F</i>			
" " Are Frame and Reversed Frame joggled? <i>49 in Boiler Rooms</i>				Spacing			
Bracket Floors, breadth and thickness at middle line				Forecastle Deck, Angle <i>E or F</i>			
" " breadth and thickness at margin plate				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.
<b>PILLARS, No. of Rows.....</b>	<i>Generally five rows</i>		Stringer Plate, breadth and thickness in way of Bridge .....	<i>Stringer increased locally at breaks</i>	
" in 'tween Decks, Size and Spacing.....	<i>Generally 2½ - 4½ dia. Spaced 4 to 5 frame spaces apart.</i>		Thickness of Plating abreast Deck openings in way of Walls .....	<i>.40 HE for ½ L .26 aft 30 fwd</i>	
" " " " "			Thickness of Plating abreast Deck openings in way of Bridge .....	✓	
" in Holds	<i>special Built pillars in dining saloon and machinery spaces as approved.</i>		Thickness of Plating within line of openings .....	<i>.36 HE.</i>	
<b>Centre Line Bulkhead.</b>	✓		If Sheathed, material and thickness .....	<i>¾ inch where exposed ¾ under windows</i>	
Stiffeners and Spacing.....	✓		<b>Third Deck. C Deck</b>		
Plating, thickness of .....	✓		Stringer Plate, breadth and thickness.....	<i>Stringer &amp; deck increased locally at breaks</i>	
<b>STRINGERS AND DECKS.</b>			If Plated, state thickness.....	<i>within line of openings</i>	
<b>Uppermost Continuous Deck. A Deck</b>			<b>Fourth Deck. D Deck</b>		
Stringer Plate, breadth and thickness in Wells .....	<i>79½ x 54 HE for ½ L &amp; fwd 52 x 32 HE aft 3½ x 3½ x 36 HE.</i>		Stringer Plate, breadth and thickness.....	<i>48 x 38 fwd</i>	
" " " " in way of Bridge .....	<i>6 x 6 x 54 HE.</i>		If Plated, state thickness .....	<i>Generally .30 increased locally</i>	
Angle in Wells .....			<b>Peep Deck.</b>		
Thickness of Plating abreast Deck openings in way of Walls .....	<i>.45 HE for ½ L to .26 aft .38 fwd HE HE.</i>		Stringer Plate, breadth and thickness .....	<i>54½ x 34 ft 42½ x 34 ft 50 x 38 A</i>	
Thickness of Plating abreast Deck openings in way of Bridge .....	✓		Plating, Sheathing, material and thickness .....	<i>.42 in way tanks generally .30 increased locally</i>	
Thickness of Plating within line of openings....	<i>.42 HE.</i>		<b>Bridge Deck.</b>		
If Sheathed, material and thickness .....	<i>5 x 2¼ tank where 4 under benches exposed.</i>		Stringer Plate, breadth and thickness.....	<i>See B Deck</i>	
<b>Second Deck. B Deck</b>			Plating, Sheathing, material and thickness .....	<i>See B Deck</i>	
Stringer Plate, breadth and thickness in Wells.....	<i>54½ x 46 HE for ½ L to 44 x 36 HE</i>		<b>Forecastle Deck.</b>		
			Stringer Plate, breadth and thickness.....	<i>See B Deck</i>	
			Plating, Sheathing, material and thickness .....		

## SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <i>No</i> State if jogged?			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth. Inches.	Thickness. Inches.	Thickness. Inches.	Thickness. Inches.			Diam. Inches.	Spacing cr. to cr. Inches.		Diam. Inches.	Spacing cr. to cr. Inches.		
FLAT PLATE KEEL .....	<i>59</i>	<i>.94</i>	<i>.94</i>	<i>.84</i>		<i>Double</i>	<i>1</i>	<i>3 7/8</i>	<i>4 Row Straps</i>	<i>1</i>	<i>3 1/2</i>	<i>Inside Butto strap</i>	
" DBLG. (if any) <i>midship</i>	<i>✓</i>												
BOTTOM PLATING, No. of Strakes .....	<i>5</i>	<i>.74</i>	<i>.70</i>	<i>.58</i>	<i>thickness of 3 strakes maintained to Collision Bulkhead.</i>	<i>Dble</i>	<i>7/8</i>	<i>3 4/9</i>	<i>4 b-3 for</i>	<i>7/8</i>	<i>long</i>	<i>laps</i>	
BILGE PLATING, No. of Strakes .....	<i>5</i>	<i>.74</i>	<i>.70</i>	<i>.58</i>		<i>Dble.</i>	<i>7/8</i>	<i>3 4/9</i>	<i>4 b-3 for</i>	<i>7/8</i>		<i>.</i>	
SIDE PLATING, No. of Strakes .....	<i>5</i>	<i>.70</i>	<i>.66</i>	<i>.52</i>	<i>Part Right Transverse replaced by steel plates under repair. L.V. Riv N.O. 120810 2-44</i>	<i>Dble</i>	<i>7/8</i>	<i>3 4/9</i>	<i>4 b-3</i>	<i>7/8</i>		<i>.</i>	
UPPER A DECK, Sheer-strake in Wells.....	<i>P</i>	<i>.63 HE.</i>	<i>.47 HE.</i>	<i>.47 HE.</i>		<i>Dble</i>	<i>7/8</i>	<i>3 4/9</i>	<i>4 b-3</i>	<i>7/8</i>		<i>.</i>	
UPPER A DECK, Sheer-strake in Wells.....	<i>P</i>	<i>.58 HE.</i>	<i>.60 HE.</i>	<i>.50 HE.</i>							<i>3 1/2, 108</i>	<i>.</i>	
UPPER DECK, Sheer-strake in Bridge ...	<i>✓</i>					<i>Dble</i>	<i>7/8</i>	<i>3 4/9</i>	<i>4 b-3</i>	<i>7/8</i>		<i>.</i>	
STRAKE BELOW SHEER-strake in Wells.....	<i>0</i>	<i>.58 HE.</i>	<i>.47 HE.</i>	<i>.58 HE.</i>								<i>.</i>	
STRAKE BELOW SHEER-strake in Bridge ...	<i>✓</i>											<i>.</i>	
POOP SIDE PLATING .....	<i>✓</i>												
BRIDGE SIDE PLATING ...		<i>See N 50</i>	<i>Strakes</i>										
FORECASTLE SIDE PLATING		<i>See N 50</i>	<i>Strakes</i>										
<i>Note 2 Shell Seams treble riveted for part length and 1 Seam with additional riveting as per Section 50 § 8(c)</i>													

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—		STIFFENERS.	
Extending to Upper Deck (Sec. 3 c)		VERTICAL.	HORIZONTAL.
Deck next below		Scantlings.	Spacing.
As per Rule		Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks			
" Second			
" Third			
" Below " E. DK.			
" Holds			
COLLISION			
AFTER PEAK			

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar</b> .....				
<b>STEM</b> .....				
<b>STERN FRAME</b> {				
Propeller Post				
Rudder				
<b>RUDDER—A × D</b> .....				
<b>Speed of Vessel</b> .....				
<b>RUDDER</b> mainpiece at head ...				
" " heel ...				
" " how constructed .....				
" double or single plate				
" coupling, vertical or				
" horizontal .....				

TEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Dorman Long, Pease & Partners, Frodingham Iron Steel Works, Consett Iron, Appleby Iron, Lanarkshire Steel, Cargo Fleet, Cleveland Steel Works, Colvilles*

Has the Steel been tested as required by the Rules? *Yes* *H.E. Steel Supplied by Steel Company of Scotland*



EQUIPMENT No 76358										ANCHORS.	
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE.			Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	
92348	1st Bower ...	129	2	7	Stockless			77	17	2	11 Feb. 1931
92347	2nd " ...	129	0	0	"			77	11	1	6 Feb. 1931
92361	3rd " ...	109	3	14	"			70	0	0	23 Feb. 1931
	Collective weight.	368	1	21							
92362	Stream .....	47	0	7	"			40	11	2	23 Feb. 1931

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.		Receiving Test of Steel Wire.	Length and Size per Table 53.	
	Length.	Diam.	Stations.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.	Length.					Cir.	Length.		Cir.	
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.		Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
86273	195	3 1/8	153 3/4	215 1/4	965.2.20		for m t	330	3 1/8	Steel link	Earl & Dwyer Ltd	Netherthorpe 30.5.31 H. Green	TOWLINE...	150	7 1/2	131.8	140	7
86274	165	3 1/8	153 3/4	215 1/4	817.1.5		} 1568			"	"	Netherthorpe 9.6.31 H. G.	HAWSERS & WARPS	6@122 3/2	25.7	3@120 2 3/4		
	360				1782.3.25													2@120 2 3/4
97426		Cir. 13							Cir. 13			Netherthorpe 30.5.31 H. Green	"					
Iron Stream Chain Steel Wire	140	1 1/16	59 1/8	82 3/4	248.3.0		248 1/2	150	1 1/16	"	"		"					

Steering Gear, Steam	Brown's Electro Hydraulic Steering gear	Steering Gear, Hand	Emergency motor fitted.
Boats	12 lifeboats for 29 persons each	Steering Chains, Size and Test	Clarke Chapman & Co. Ltd.
Ceiling in Holds, thickness and material	White pine transverse battens forming 2" air space	Cargo Battens, thickness, material and spacing	6x2 White pine fitted vertically 6" apart between frames.
Cargo Hatchways.-(Upper Deck)	Plates and Angles	Thickness of Hatches	3" Spruce Covers
Size of No. 1 Hatchway (Forward)	18' x 12' on B. SK.	No. 2	22' x 14' on A. SK.
Number of Shifting Beams and/or Fore and Afters	Two webs to No. 1 Hatch and 3 to No. 2 Hatch.		webs of patent sliding type. For
VICKERS-ARMSTRONGS, LTD.			
Builder's Signature		J. M. Ormston, DIRECTOR.	

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel		Yes	(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.
Oil fuel is carried in certain of the double bottom tanks, in bunkers at the sides of the forward and after Boiler Rooms, and in a deep double bottom tank forward. Flash point above 150° F. The requirements of the Rules for the carriage of oil fuel in the spaces enumerated have been complied with.					
This vessel has been built in accordance with the approved plans, the Secretary's letters and in general conformity with the Society's Rules for the Class Contemplated.					
The materials and workmanship are good.					
The weather decks, W.T. bulkheads and shell openings including sidelights have been tested and found satisfactory. The W.T. doors, both power and hand operated, have been tested and found satisfactory.					
All double bottom tanks and deep tanks, whether oil fuel or water spaces,					

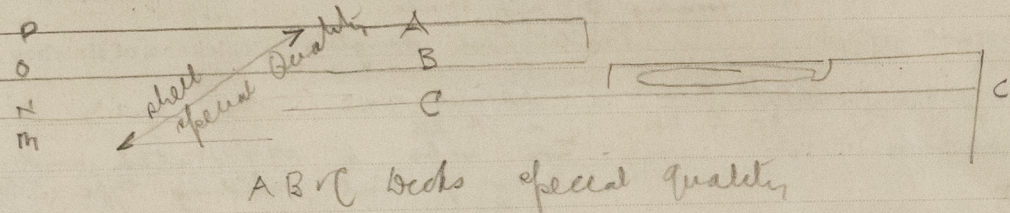
The amount of Entry Fee .....	£ 12 : 0 : 0	Fees applied for,	30.10.1931
Special Survey Fee....	£ 605 : 6 : 0	Received by me,	7.11.1931
Freeboard	£ 15		
Travelling Expenses, if any £	:		
I am of opinion the Vessel should be Classed + 100 A1 with freeboard			
State whether the Vessel has been built under Special Survey		Signature	
Yes		A. J. Akester	
Surveyor to Lloyd's Register of Shipping.			

Committee's Minute	TUE. 10 NOV 1931
Character assigned	+ 100A1 with freeboard
Wrote Gls.	Lloyd's A & CP
Fitted for oil fuel	11.31 F.P. above 150° F.



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.)

Cofferdams, and fore and after peak tanks have been tested as required by the Rules and found satisfactory. Heating coils in oil fuel spaces have also been tested. Three Compartments have been insulated for the carriage of frozen and chilled meat as per special report. The assigned freeboards have been marked on vessel's sides, verified & cut in. Submarine Sound Signalling apparatus fitted. The approved plans and forging Certificates are forwarded herewith, together with plans of midship Section Framing as built. There are no duplicate vessels. Particulars of double bottom and deep tank Capacities are attached.



Rpt. 9a.

Port of NEWCASTLE-ON-TYNE Continuation of Report No. 87699 dated

on the

Q.S.S. "Monarch of Bermuda"

Capacities of tanks

Double Bottom tanks

	oil fuel or water ballast	131'-9"	Nos 11 & 10 SB tanks & Nos 9 SB & 5 wing tanks	496.35 tons
82-83 Cofferdam				
83-105 F.W.	56-10	Nos 8 & 7 SB.		226.3
105-106 Cofferdam				722.65
		✓ 188'-7"		

106-122 O.F.	41'-4"	Nos 6 SB, tank 8 & 5	254.3
122-123 Cofferdam			
123-138 F.W.	38-9	Nos 5 SB, tank 8 S.	275.7
138-139 Cofferdam			
139-155 O.F.	41-4	Nos 4 SB, 9 & 8	229.5
155-156 Cofferdam			759.5
		✓ 121'-5"	

156-172 F.W.	40'-2"	Nos 3 SB, 9 & 5	179.0
172-173 Cofferdam			
173-193 O.F. or W.B.	40-0	Nos 2 SB, tank	97.95
193-213 O.F. or W.B.	40-0	Nos 1 SB.	179.2
		✓ 120'-2"	456.15

Peak tanks

After Peak	HP-14 ft.	29'-0"	126.0
Fore Peak	21'-F.P.	24'-0"	113.0

Deep tanks

5 Deep tanks fore	156-172 ft.	40'-2" F.W.	831.0
6 " " amidships	83-105 ft.	56-10 F.W.	1022.5
4 " " aft	14-37 ft.	59-5 F.W.	495.7
4 " " in wing tunnels	53-73 ft.	51-8 O.F. or W.B.	477.2

Side tanks

106-122 ft.	O.F.	41'-4"	
123-138	F.W.	38-9	1461.3
139-155	O.F.	41-4	
		✓ 121'-5"	

Particulars of Drop Test of Steel Anchors, viz.:- Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	2nd "	3rd "	4th "
	90	87	71	32
	14	14	7	7
	14	14	7	7

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ft., R.Q.D. ft., No Poop. Combined and Forecastle 477-1 ft. Promenade 385-3 ft. Sun 341-0 ft.

Official No. 162650 : Signal Letters  
particulars of composition Feed tank Coated with apexior : oil fuel Compartments Coated with mineral oil.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	*S.W. Water Capacity. Tons.	Where Fitted.	*Length. Feet.	*S.W. Water Capacity. Tons.
Double bottom, aft, 31-82 ft. O.F. or F.W.	188.6	722.6	Fore peak tank,	24.0	113.0
Double bottom, under Engines and Boilers, 83-105 ft. F.W.	121.4	759.5	After peak tank,	29.0	126.0
Double bottom, if under Engines only.			Deep tanks aft, 14-37 ft. F.W.	59.4	495.7
Double bottom, if under Boilers only.			Deep tanks forward, 156-172 ft. F.W.	40.2	831.0
Double bottom, forward, 173-213 ft. O.F. or F.W.	120.2	456.1	Other tanks, if fitted, 53-73 ft. S.W. or F.W.	51.7	477.2
			Deep tanks amidships, 83-105 ft. F.W.	56.8	1022.5
			Side tanks 106-122 ft. O.F.	121.4	1461.3
			123-138 F.W.		
			139-155 O.F.		

Order for Special Survey No. 5417  
Date 1.4.30  
Total No. of Visits 237