

STEEL STEAMER or MOTORSHIP.

Received at London Office 20 APR 1929

State if Report has been sent on the Freeboard of the Vessel YesState if Report is sent on the Machinery of the Vessel Yes

Date of completion of report

Port of LiverpoolSurvey held at BirkenheadDate First Survey 13th March/28Last Survey 3rd April 1929

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

T.S.S. "LADY RODNEY"

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) ✓State Type of Erections Roof, Bridge & ForeTONNAGE under Tonnage Deck... 4130.76CLASS 100 A.1 Freeboard State if with freeboard Yes
Strengthens for navigation as condition of ClassDo. of space or spaces between Tonnage Dk. and Upper Dk. 1623.97Length from fore part of stem to after part of stern port on summer L.W.L. See Sec. 3 (1a) L 415.00Total 5754.73Breadth (greatest moulded) B 60.00Gross Tonnage 8193.63Depth at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 32.75Register Tonnage 4936.151st Longitudinal Number (L x D) = 135902nd Numeral L x (B + D) = 38491Framing Depth "d," at middle of length. See Sec. 3 (1d) Fore Hold 6.50
Eng Space 14.0Proportions—Depth to Length—Uppermost continuous deck to top of keel 12.66Do. Long Bridge to top of keel 10.05Draught Moulded 22'-10 1/2Built at BirkenheadLaunched 30th Nov 1928 Yard No. 944Builders Cammell Laird & Co. LtdOwners The Canadian National Steamships LtdManagers "
(Where necessary to be entered in Reg. Book.)Residence MontrealPort of Registry "

If surveyed while building, afloat, or in dry dock

All three.

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.
ES, Spacing amidships	36		Bracket Floors, Frame	✓	
" from $\frac{3}{4}$ length to Collision bulkhead	27 + 24		" " Reversed Frame	✓	
" in peaks	24		" " Vertical Struts	✓	
FRAMING.			Centre Girder, depth and thickness amidships	42 x 54 - 44	
Amidships, Angle, [or [	7 3 1/2 .42		" " top Angles <u>double</u>	3 1/2 x 3 1/2 x 52 - 48	
Extends up to	2 upper, Fore & Aft. Dk. clear of Bridge.		" " bottom Angles <u>double</u>	4 x 4 x 58 - 54	
sed Frame Amidships, Angle	4 3 .42		Side Girders, No. each side and thickness	Two .40 B.S. 50	
" " " " " "	2 Br. & Main Bks. alt. to Main & Fore Bk. alt. to Fore Bk. alt. clear of Bridge.		Margin Plate depth (excl. of flange) and thickness	31 .55	
of Framing Girder	7 1/2		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	6 1/2 6 1/2 x 50 T	
s in Uppermost Continuous 'tween Decks, Angle, [or [	7 3 1/2 .42		" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	6 6 42 L	
" Second 'tween Decks, Angle, [or [	✓		" " Gussets, spacing and scantling abaft 1/4 len. from stem	3 1/2 x 3 1/2 x 42	
" Third " " " "	✓		" " Gussets, spacing and scantling forward 1/4 len. from stem	every 2 nd frame	
g in Peaks, Angle or [	7 3 1/2 .43		Tank Side Brackets, height above base line at toe of Frame and thickness	72	
er and Spacing of Rivets through Frame and Shell Plating amidships	7/8 5 1/2 Dia		INNER BOTTOM PLATING.		
Frame Joggled	Yes		Breadth and thickness of Middle Line Strake	52 1/2 x 50 - 46	
ARRANGEMENTS (Sec. 7), state system and particulars	Keel Wing Brackets Intermid. Frames Orlop Dk. Midship thickness of Bottom plating carried to Coll. Bks. 6 x 3 x 42 tank frames & additional intercostals		Thickness of remainder in Holds	45	
ENING OF BOTTOM FOR			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?	Yes	
State Particulars			BEAMS.		
OTTOM.			Uppermost Continuous Deck, amidships	6 x 3 x 40 1/4 L	
Depth and thickness at mid-line in Holds	✓		" " in Wells, Angle, [or [	4 x 3 x 38 Rev L	
Height of Brackets at side above base line at toe of frame	✓		" " in way of Bridge, Angle, [or [	7 1/2 x 3 x 34 BA + 3 x 3 x 37 Rev Angles	
ine Keelson, on Floors, Angles, [or [	✓		Spacing	every frame	
" " Through Plate or Intercostal Plate	✓		MAIN Second Deck, amidships, Angle, [or [	6 x 3 x 46 BA 6 x 3 x 3 x 49 1/4 L with 3 x 3 x 52 Rev Angles	
" " Foundation Plate on Floors	✓		Spacing	every frame	
" " Flat Plate Keel Angles	✓		LOWER Third Deck, amidships, Angle, [or [	6 x 3 x 49 1/4 L 3 x 3 x 57 Rev Angles	
ons, No. each side	✓		Spacing	every frame	
thickness of Intercostal Plate	✓		ORLOP Fourth Deck, amidships, Angle, [or [	6 x 3 x 49 1/4 L with 3 x 3 x 57 Rev Angles 4 x 3 1/2 x 40 1/4 L 8 1/2 x 3 1/2 x 54 BA	
Angles	✓		Spacing	every frame	
DOUBLE BOTTOM.			Poop Deck, Angle, [or [	8 x 3 x 50 7 1/2 x 3 x 44 6 x 3 x 40	
Solid Floors, thickness and spacing	40 B.S. 50 every frame		Spacing	every frame	
" " Are Frame and Reversed Frame joggled?	Yes		Bridge Deck, Angle, [or [	9 3 .45	
Bracket Floors, breadth and thickness at middle line	✓		Spacing	every frame	
" " breadth and thickness at margin plate	✓		Forecastle Deck, Angle, [or [	8 3 .40	
			Spacing	every frame	
			FROM Dk.	9 x 3 x 38 BA. every frame	

PILLARS AND DECKS.

PILLARS, No. of Rows.	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	Stringer Plate, breadth and thickness in way of Bridge	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.
	2	4			48	34	
main to Upper Deck	3 1/2	4 1/2		68 x 44 in 8.5			
in 'tween Decks, Size and Spacing	72	4 1/2		34 - 38			
Lower to main	72	4 1/2		30 - 44			
Orlop to Lower	4 1/2	4 1/2		30 - 40			
in Holds	72	4 1/2		Insulated			
	4 1/2	4 1/2					
	72						
Centre Line Bulkhead.							
Stiffeners and Spacing							
Plating, thickness of							
STRINGERS AND DECKS.							
Uppermost Continuous Deck.							
Stringer Plate, breadth and thickness in Wells	50	60					
" " " " in way of Bridge	60 x 32 increased						
" " " " " " " "	at Breaks						
" " " " " " " "	7 7 7						
" " " " " " " "	7 7 7						
" " " " " " " "	6 6 6						
Thickness of Plating abreast Deck openings in way of Wells	44	52					
Thickness of Plating abreast Deck openings in way of Bridge	32	34					
Thickness of Plating within line of openings	30	44					
If Sheathed, material and thickness	3" Douglas Fir						
MAIN							
Second Deck.							
Stringer Plate, breadth and thickness in Wells	36	40					

SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?	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	50 ¹ / ₂	.76	.67	.67		2R	1 ¹ / ₂ "	4 ¹ / ₂ "	4R & 3R	1 ¹ / ₈ "	4.3 ¹ / ₂	Strapped & Lapped	
" DBLG. (if any)	✓												
BOTTOM PLATING, No. of Strakes 44 C & D & E	63 ¹ / ₂	.65	A .56 B .58 C .58 D .54 E .44	A .50 B .50 C .50 D .48 E .44	to thickness of CEB forward of plus + better	"	"	"	3R	"	3 ¹ / ₂ 3 ¹ / ₈	Lapped	
BILGE PLATING, No. of Strakes F	62	.65	A .65 B .65 C .65 D .65 E .65	A .57 B .50 C .48 D .48 E .46		"	"	"	"	7 ¹ / ₈	3 ¹ / ₈	Lapped +	
SIDE PLATING, No. of Strakes 44 A & B & C	71	.65	A .65 B .65 C .65 D .65 E .65	A .57 B .50 C .48 D .48 E .46		"	1 ¹ / ₂ "	3 ¹ / ₂	3R to 2R	1 ¹ / ₈ "	5 ¹ / ₁₆	Strapped for	
UPPER DECK, Sheer-strake in Wells. (M...)	53	1.00 - .70	.46	.46	increasing to 80 at breaks	"	1 ¹ / ₂ "	4 ¹ / ₂	5R	1 ¹ / ₈ "	5 ¹ / ₁₆	Lapped	
UPPER DECK, Sheer-strake in Bridge ...	53	.65	✓	✓		"	1 ¹ / ₂ "	3 ¹ / ₂	3R	1 ¹ / ₈ "	4 ¹ / ₈	Lapped	
STRAKE BELOW Sheer-strake in Wells. (L...)	72	.68	✓	✓		"	1 ¹ / ₂ "	3 ¹ / ₂	4R. 3R.	1 ¹ / ₈ "	4 ¹ / ₈	"	
STRAKE BELOW Sheer-strake in Bridge (L...)	72	.65	✓	✓		"	1 ¹ / ₂ "	3 ¹ / ₂	3R	1 ¹ / ₈ "	3 ¹ / ₈	"	
POOP SIDE PLATING, 2...	56	✓	✓	.39 & .42		"	1 ¹ / ₂ "	3 ¹ / ₂	"	"	"	"	
PROM. SIDE PLATING, 2. 62 & 46	.58	.54	.60 at ends			1R	3 ¹ / ₄ "	3	2R. 1R.	3 ¹ / ₄	2 ⁵ / ₈	"	
BRIDGE SIDE PLATING, 68 & 44 N.O.	.54	.60 at breaks				2R	1 ¹ / ₂ "	3 ¹ / ₂	3R.	7 ¹ / ₈	3 ¹ / ₈	"	
FORECASTLE SIDE PLATING 2. 50"	✓	.44	.42	✓		"	1 ¹ / ₂ "	4.3 ¹ / ₂	4R. 3R.	1 ¹ / ₈ "	4.3 ¹ / ₈	"	
						1R	7 ¹ / ₈ 3 ¹ / ₄	3 ¹ / ₂ 3	1R.	3 ¹ / ₄	2 ⁵ / ₈	"	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel	7
Extending to Upper Deck (Sec. 3 c)	6
Deck next below	1
As per Rule	7

FORGINGS AND CASTINGS.

	Castings or Forgings.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	Hot Rolled Steel	9 x 2 3/4		
STEM	Cast Steel as per approval	R. Knapp		
STERN FRAME	Propeller Cast Steel	9 1/2 x 3 3/4	Skoda Works.	
	Rudder Cast Steel	9 1/2 x 3 3/4		
RUDDER-A x D	612			
Speed of Vessel	14 Knots			
RUDDER mainpiece at head	12 1/2		Skoda Works	
" " heel	9 3/4			
" " how constructed	Built, arms shrunk & keyed.			
" " double or single plate coupling, vertical or horizontal	Single 110 x 9 1/4.			

MIDSHIP BULKHEAD, Upper 'tween decks	STIFFENERS.		VERTICAL	HORIZONTAL
	Plating Thickness.	Scantlings, Spacing.		
" " Second	26	4 1/2 x 34	28 1/2	
" " Third	28	5 1/2 x 30	30	
" " Holds	30	6 x 3 x 38		
" " " "	32	6 x 3 x 38		
" " " "	34	6 x 3 x 38		
" " " "	36	6 x 3 x 38		
" " " "	43	8 x 3 x 42		
" " " "	30	6 x 3 x 40		
" " " "	55	9 x 3 1/2 x 50		
" " " "	26	4 1/2 x 34		
" " " "	48	10 x 3 1/2 x 50		

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Shanghai Iron Works, Appledy Iron Co., Dorman Long & Co., David Colville & Sons, Nottingham Iron & Steel Works, Anglo Silesian Iron Co., J. & A. Brown, (Silesian) Steel Co., Consett Iron Co., Bolchows Vaughan & Co., The Port Talbot Steel Works, Llanelli Steel Works, Vereinigte Stahlwerke A.G., Niederrheinische Hütte, Societe Anonyme des Usines Metallurgiques de la Basce-Laine, Cleveland Steelworks (Silesian) Steel Co., etc.*

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

EQUIPMENT No. 42945

LETTER. b7

ANCHORS. 4 20 APR 1929

Anchors.	WEIGHT, LBS.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.		WEIGHT REQUIRED BY TABLE 53.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
	Cwts.	qrs.	Cwts.	qrs.	Cwts.	qrs.	Cwts.	qrs.			
1st Bower	77	2 1/4	✓	✓	57	8 3/4	72 1/2		Taylor & Readman (Stockless)	Sam Taylor & Sons (Bristol, W. A. Rydall)	22 July 28
2nd "	76	1 21	✓	✓	57	0 0 0	72 1/2		"	"	28 July 28
3rd "	67	0 7	✓	✓	52	2 2 0	62		"	"	28 July 28
Collective weight	221	0 14	✓	✓			207				
Stream	27	3 21	✓	✓	27	0 2 14	25 1/2		"	"	16 July 28

CHAIN CABLES.

HAWERS AND WARPS.

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.
		Supplied.	Per Rule.								
300 2 3/8	10 1/2	42 1/2	84 8 0 - 12	84 4 4	300 2 3/8	Shed link	Samuel Taylor & Sons Ltd. Chester 18 July 28.	TOWLINE	130 5 1/2	8 8	130 6 1/2
4 shackles			5 - 0 - 5				Jas. Parsons				
2 3/8	10 1/2	✓	8 - 0 - 23				Sipton 21 June W. A. Rydall	HAWERS & WARPS	2-100 8 Man		2-100 8
120 5 7/8	✓				120 5	✓			2-100 8 Man		2-100 8

ing Gear, Steam *Brown of Edinburgh* Steering Gear, Hand *Relieving tackle.*

4 at 30 ft. Steering Chains, Size and Test *✓* Windlass *Clark, Chapman & Co.*

ing in Holds, thickness and material *Insulated* Cargo Battens, thickness, material and spacing *Insulated*

Hatchways. (Upper Deck) *Plates & angles* Thickness of Hatches *3"*

No. 1 Hatchway (Forward) *14' 11 1/2" x 18' 10 1/2" No. 2 14' 11" x 18' 10 1/2" No. 3 14' 11" x 18' 10 1/2" No. 4 14' 11 1/2" x 18' 10 1/2" No. 5 ✓ No. 6 ✓*

er of Shifting Beams and/or Fore and Afters *1 Beam & 3 fore & afters at each hatchway.*

GAMMELL LAIRD AND COMPANY LIMITED.

Builder's Signature

Robt. S. Johnson

MANAGING 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*

This vessel has been constructed in accordance with the approved plans and instructions as well as with the printed rules.

The materials and workmanship are good.

A freeboard of 10' 1 1/2" for all seasons has been assigned and verified and the freeboard marks cut in on vessel's sides.

All double bottom tanks, oil fuel bunkers, settling tanks, fresh water tanks, peak tanks, decks, bulkheads and tunnels have been satisfactorily tested.

Plans, 2 in number (details on page 4) are forwarded with this report.

Fuel oil is carried in Oil Bunkers fitted between frames 64 & 86 also in Double Bottom Tanks Nos 4 & 5.

Amount of Entry Fee £ 11 : 0 : 0

Received by me

Special Survey Fee £ 404 : 16 : 6

Received by me

Travelling Expenses, if any £ 12 : 16 : 8

Received by me

whether the Vessel has been built under Special Survey *yes*Certificate to be sent to *SW*

Date of issue

17/5/29

Committee's Minute

LIVERPOOL

19 APR. 1929

Character assigned

+ 100 A1-H-29.

With freeboard

dressed as a c.p.

Strengthened for navigation in ice

Two lower decks for fruit cargoes

Fitted for oil fuel H-29.

F.P. 150° F.

+ LMC H-29.

Elec. Light

Ref: Machinery

W. A. Rydall



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Lloyd's Register Foundation

01614

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 the Plans should be embodied.)

Plans attached -

Midship Section (as built).

Frame Plan (as built).

5 Forging Certificates.

Sister Vessel "Lady Somers". See Liverpool Report N^o 95129.

28 approved plans are returned herewith - for particulars see Liv. Rpt. N^o 95129.

The following plans not sent back from London:-

"Scantlings of Pillars & Girders of Upper Deck"

"Scantlings of Top Side Shell"

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

1st Bower

2nd "

3rd "

Forged

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 40.29 ft., R.Q.D. ✓ ft., Bridge 234 ft., Forecastle 38 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) 4 Dks (stl) Upper Dk W.S.

Official No. ✓ ; Signal Letters ✓

Is bottom of Vessel coated with cement No

particulars of composition Oil Tanks coated with linseed oil, all other D.B. tanks coated with Bituminous Enamel.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	114	201.84	Fore peak tank,	23.2	✓
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,	18.8	✓
Double bottom, if under Engines only, N ^o 6 Tk.	27	92.86	Deep tank, aft,	✓	✓
Double bottom, if under Boilers only, N ^o 5 Tk.	45	193.06	Deep tank, forward,	✓	✓
Double bottom, forward, N ^o 1, 2, 3, 4 Tks.	165	399.80	Other tanks, if fitted, 3 Tanks	✓	✓
	Total capacity of double bottom	887.56	(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. 1211

Date

20/12/27.

Dates of Surveys held while building

1928. Mar 13, 15, 22. Apr 11, 17, 18, 19, 20, 26, 27. May 7, 9, 11, 15, 17, 18, 26, 30. June 6, 8, 12, 14, 16, 19, 26, 27, 29. July 3, 4, 6, 23, 26, 27, 31. Aug 1, 9, 14, 17, 20, 21, 23, 28, 29, 30. Sept 6, 14, 18, 21, 24, 26, 27, 28. Oct 1, 2, 3, 4, 5, 8, 9, 10, 11, 12, 13, 16, 18, 26, 29, 31. Nov 2, 5, 7, 8, 9, 12, 15, 16, 19, 21, 22, 23, 27, 30. Dec 3, 6, 10, 11, 12, 14, 28, 31. 1929. Jan 1, 2, 3, 7, 11, 12, 14, 16, 17, 18, Feb 9, 13, 18, 26, 27, 28. Mar 1, 8, 9, 11, 13, 14, 18, 22, 23. Apr 3.

Total No. of Visits