Rpt. 1.

STEEL STEAMER or ~~MOTORSHIP~~.

Received at London Office 6 JUN 1930

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 5th June. 1930 Port of Sunderland No. 30377

Survey held at Sunderland Date First Survey 10th December '29 Last Survey 5th June 1930

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

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full Scantling State Type of Erections Poop, Bridge & Fcle.

CLASS ~~+~~ 100 A1 State if with freeboard as condition of Class no

		FEET.
Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)	L	399·5
Breadth (greatest moulded)	B	54·16
Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)	D	24·33
1st Longitudinal Number (L × D)	=	10918
2nd Numeral L × (B + D)	=	32559
Framing Depth "d," at middle of length. See Sec. 3 (1d)		22·41
Proportions—Depth to Length—Uppermost continuous deck to top of keel		14·61
Do. Long Bridge to top of keel		10·99
Draught Moulded		23-5 3/4

TONNAGE under Tonnage Deck 4215·22

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Total

Gross Tonnage 4584·97

Register Tonnage 2424·72

REGISTERED DIMENSIONS.

	FEET.
Length	400·0
Breadth	54·5
Depth	24·3

Built at Sunderland

Launched 20th April 1930 Yard No. 442

Builders Messrs Short Bros.

Owners The National Shipping Co Ltd

Managers J & C Harrison Ltd

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

Residence 66 Mark Lane, London.

Port of Registry London.

If surveyed while building, afloat, or in dry dock whilst building afloat & dry dock

FRAMES, DOUBLE BOTTOM AND BEAMS.

	Inches in Ship.			Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships		30		
" " from 3/5 length to Collision bulkhead		24		
" " in peaks		24		
SIDE FRAMING.				
Frame Amidships, ~~Angle, E or~~ [	12	3½	(NBS) ·49	
" " Extends up to		Upper dk		
Reversed Frame Amidships, Angle		Deep		
" " Extends up to		framing		
Depth of Framing Girder		12		
Frames in Uppermost Continuous 'tween Decks, Angle, [or [		-		
" " **Second 'tween Decks,** Angle, [or [		-		
" " **Third** " " " "		-		
Framing in Peaks, ~~Angle or~~ [	7	3½	NBS ·41	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8"	7, 6½, 5½ dias		
State if Frame Joggled		no		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	Channel frames 15×4×4×60 3 Ink side stringers		NBS	owners regms side shell increased to ·56
STRENGTHENING OF BOTTOM FORWARD. State Particulars	single frames 6 6 ·38 2 rows rivets addl Intercostals 3 strakes bot. plating ·58 to Coll. bhd			
SINGLE BOTTOM.				
Floors, Depth and thickness at mid-line in Holds		-		
Height of Brackets at side above base line at toe of frame		-		
Middle Line Keelson, on Floors, Angles, [or [		-		
" " " Through Plate or Intercostal Plate		-		
" " " Foundation Plate on Floors		-		
" " " Flat Plate Keel Angles		-		
Side Keelsons, No. each side		-		
" " thickness of Intercostal Plate		-		
" " ~~Angles~~		-		
DOUBLE BOTTOM.				
Solid Floors, thickness and spacing	·40	×·38 @		
	60"	30" × 24"		
" " Are Frame and Reversed Frame joggled ?		no		
Bracket Floors, breadth and thickness at middle line	31	× ·40		
" " breadth and thickness at margin plate	31	× ·40		

	Inches in Ship.			Any Departure from Approved Plans to be Noted.
Bracket Floors, Frame [	6	3½	(NBS) ·36	
" " Reversed Frame [	5½	3	·36	
" " Vertical Struts [	10 × 3½ × 3½ × ·42			
	5½	3	·36	
Centre Girder, depth and thickness amidships	48	44	- ·40	
" " top Angles	6	6	·50	
" " bottom Angles	6	6	·54	
Side Girders, No. each side and thickness	ONE		·36	
Margin Plate depth (excl. of flange) and thickness	44	×	·50	
" " Vertical Angle to Tank side Bracket abaft ¼ len. from stem	3½	3½	·40	
" " Vertical Angle to Tank side Bracket forward ¼ len. from stem	3½	3½	·40	
" " Gussets, spacing and scantling abaft ¼ len. from stem	6	6	·40	
" " Gussets, spacing and scantling forward ¼ len. from stem	6	6	·40	
Tank Side Brackets, height above base line at toe of Frame and thickness	6'-10"	×	·45 ·43	
INNER BOTTOM PLATING.				
Breadth and thickness of Middle Line Strake	60		·44 - ·39	
			·42 - ·36	
Thickness of remainder in Holds				
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		
BEAMS.	½ beams			
Uppermost Continuous Deck, amidships in Wells, ~~Angle, E or~~ [	7	3½	·39 (NBS)	
" " in way of Bridge, Angle, ~~E or~~ [	7	3	·50 (NBS)	
Spacing		30		
Second Deck, amidships, ~~Angle,~~ [or [		-		
~~Spacing~~		-		
Third Deck, ~~amidships, Angle,~~ [or [		-		
~~Spacing~~		-		
Fourth Deck, ~~amidships, Angle,~~ [or [		-		
~~Spacing~~				
Poop Deck, ~~Angle, E or~~ [	7	3	NBS ·32	
	6	3	·38 (a)	app². 5½×3×·34 [
Spacing	24"	× 24"		
Bridge Deck, ~~Angle, E or~~ [	7	3	NBS ·38	
	7	3	·32	
Spacing	30	× 24"		
Forecastle Deck, ~~Angle, E or~~ [	7	3	NBS ·39	
	6	3	·40	
Spacing	24"	× 24"		

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PILLARS AND DECKS.

	Inches in Ship.			Any Departure from Approved Plans to be Noted.
PILLARS. No. of Rows ONE				
„ in 'tween Decks, Size and Spacing Poop & Fcle	4	4	·50	
	all	beams.		aff²
„ Bridge	5	3	·30	4½ × 3 × ·30
	all	beams.		aff ·26
„ in Holds Plating		·315		
„ „ „ „ „		✓		
Centre Line Bulkhead.	12	3½ (NBS)	·60	
Stiffeners and Spacing	to 4	3	·33	
Plating, thickness of		·375		aff² ·30
STRINGERS AND DECKS.				
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness in Wells	69½	·81	·72	aff² ·68
Bridge ends		1·03		" ·94
„ „ „ „ in way of Bridge	69½	·41 - ·51 ends		" ·34 - ·46
„ Angle in Wells	6	6	·94	
			·68	
Thickness of Plating abreast Deck openings in way of Wells	1·00	·60	aft	aff² ·91 - ·50
	1·00	·62	for!	" ·91 - ·52
Thickness of Plating abreast Deck openings in way of Bridge		·34 + ·41		
Thickness of Plating within line of openings	·35	-	·43	aff² ·32 - ·39
If Sheathed, material and thickness		·710		
Second Deck.				
Stringer Plate, breadth and thickness in Wells		✓		
Stringer Plate, breadth and thickness in way of Bridge		✓		
Thickness of Plating abreast Deck openings in way of Wells		✓		
Thickness of Plating abreast Deck openings in way of Bridge		✓		
Thickness of Plating within line of openings		✓		
If Sheathed, material and thickness		✓		
Third Deck.				
Stringer Plate, breadth and thickness		✓		
If Plated, state thickness		✓		
Fourth Deck.				
Stringer Plate, breadth and thickness		✓		
If Plated, state thickness		✓		
Poop Deck.				
Stringer Plate, breadth and thickness	Straight		·34	aff² ·34
Plating, Sheathing, material and thickness	·26 + ·36 clear of sheathing 5 × 2½ P.P.			" ·26
Bridge Deck.				
Stringer Plate, breadth and thickness	66	·65	- ·62	aff² ·54 - ·51
Plating, Sheathing, material and thickness	·56	·44	·36	" ·47 - ·34
Forecastle Deck.				
Stringer Plate, breadth and thickness	49	×	·41	aff² ·34
Plating, Sheathing, material and thickness			·34	" ·34

SHELL PLATING.

SCANTLINGS.

STRAKES.	AS IN VESSEL. Amidships. Breadth.	Amidships. Thickness.	Forward. Thickness.	Aft. Thickness.	ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.
	Inches.	Inches.	Inches.	Inches.	
Flat Plate Keel	49	·74	·66	·66	
„ Deld. (if any)	-	-	-	-	
Bottom Plating, No. of Strakes 3	82	·61	·50 - ·58 from 3/5	·51	light to bilge bkd.
Bilge Plating, No. of Strakes 1	82	·61	·56	·51	
Side Plating, No. of Strakes 3	69	·61	·56	·44	aff² ·44 at ends.
Upper Deck, Sheer-strake in Wells	70¾	·40 1·13 at bridge ends	·44	·44	(outboard)
Upper Deck, Sheer-strake in Bridge	70¾	·61			
Strake below Sheer-strake in Wells	69	·61	·56	·44	aff² ·44 at ends.
Strake below Sheer-strake in Bridge	69	·61			
Poop Side Plating				·38	
Bridge Side Plating (2)	54 / 61½	·60			
Forec'tle Side Plating			·40		

RIVETING.

STRAKES.	EDGES. State if joggled? no — Single or Double.	Rivets. Diam. Inches.	Rivets. Spacing cr. to cr. Inches.	BUTTS. No. of Rows of Rivets.	Rivets. Diam. Inches.	Rivets. Spacing cr. to cr. Inches.	Strapped or Lapped.
Flat Plate Keel	Double	1"	3¾	4R to 3R	1	4	lapped.
„ Deld. (if any)	-	-	-	-	-	-	-
Bottom Plating, No. of Strakes 3	Double	⅞	3⅓	3R.	⅞	3⅛	lapped.
Bilge Plating, No. of Strakes 1	"	"	"	"	"	"	"
Side Plating, No. of Strakes 3	"	"	"	"	"	"	"
Upper Deck, Sheer-strake in Wells	"	"	"	4R to 3R	"	"	"
Upper Deck, Sheer-strake in Bridge	"	"	"	3R	"	"	"
Strake below Sheer-strake in Wells	"	"	"	"	"	"	"
Strake below Sheer-strake in Bridge	"	"	"	"	"	"	"
Poop Side Plating	Single	⅞	3⅓	Single	⅞	3⅛	lapped
Bridge Side Plating (2)	Double	"	"	Treble	"	"	"
Forec'tle Side Plating	Single	"	"	Single	"	"	"

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 *c*) 6

„ Deck next below ✓

As per Rule 6

	Plating Thickness.	Stiffeners. Vertical. Scantlings.	Stiffeners. Vertical. Spacing.	Stiffeners. Horizontal. Scantlings.	Stiffeners. Horizontal. Spacing.
MIDSHIP BULKH'D, Upper tween decks	✓				
„ „ Second „	✓				
„ „ Third „	✓				
„ „ Holds 46·45	·29	11 × 3½ × ·44 (NBS)	30 + 29		
COLLISION „ (in Hold) 49·42	·29	8 × 3½ × ·45 (NBS) / 7 × 3½ × ·35 (NBS)	24	15 BB	
AFTER PEAK „ „ 75	48·30	6 × 3½ × ·40 (NBS)	24	25 BB	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓			
STEM	Forging	9 × 2½	T. S. Forster & Sons Ltd	
STERN FRAME Propeller Post	Forging	10¼ × 7¼		
STERN FRAME Rudder „		9 × 7¼		
RUDDER—A × D 128·41 ×	3·38	= 434		
Speed of Vessel 10 Knots				
RUDDER mainpiece at head	Forging	9½	T. S. Forster & Sons Ltd	
„ „ heel		7¼		
„ how constructed	Forged + arms shrunk on			
„ double or single plate	Single			
„ coupling, vertical or horizontal	Vertical			

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Open Hearth Process

Consett I. Wks Ltd. Pease & Partners Ltd. Cargo Fleet I. Co Ltd. South Durham St & I Co Ltd

Dorman Long & Co Ltd. Bolchow Vaughan & Co Ltd.

Has the Steel been tested as required by the Rules? yes

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EQUIPMENT No. 35060 LETTER Z .

ANCHORS.

Number of Certificate.	Anchors.	Weight, Ex. Stock. Cwts.	qrs.	lbs.	Weight of Stock. Cwts.	qrs.	lbs.	Test, per Certificate. Tons.	cwts.	qrs.	lbs.	Weight Required by Table 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
62995	1st Bower ...	63¼	3	18	stockless			51	0	0	0	Cwts. 63¾	Britannic	R. Dykes & Sons	Tipton, 10·12·29
63024	2nd „ ...	64	1	25	"			50	15	0	0	63¾	"	" " "	" 18·12·29
63354	3rd „ ...	54	2	7	"			45	1	1	0	54½	"	" " "	" 20·2·30
	Collective weight.	183	3	22								1821			W.A. Drysdale.
63358	Stream	14	2	21	4	2	7	18	14	1	14	14½	Ordinary	R. Dykes & Sons	Tipton 21·2·30. W.A. Drysdale

CHAIN CABLES.

Number of Certificate.	Length and size supplied. Length. Fathoms.	Diam. Ins.	Test per Certificate. Statutory. Tons.	Breaking. Tons.	Weight of Chain Cable. Supplied. Cwts. qrs. lbs.	Per Rule. Cwts.	Length and Size per Table 53. Length. Fathoms.	Diam. Ins.	Description.	Makers of Cables.	Where and when tested, and Superintendent.
65408	240	2¼	91⅛	127 5/10	691·3·0	682¼	240	2 11/16	Stud	R. Dykes & Sons	Tipton 25·2·30 W.A. Drysdale.
~~Iron~~ Stream ~~Chain~~ or Steel Wire	90	Cir. 4¾	✓	44	—	✓	90	Cir. 4¾	✓	Dram & Corbett & R.S. Newall & Co.	✓

HAWSERS AND WARPS.

Material.	Length and Size supplied. Length. Fathoms.	Cir. Ins.	Breaking Test of Steel Wire. Tons.	Length and Size per Table 53. Length. Fathoms.	Cir. Ins.
Towline...	120	5	70·9	120	5
Hawsers & Warps	2-90	2¾	15·2	2-90	2¾
"	2-90	2½	13·2	2-90	2½
"	2-90	3"	18·6	✓	

Steering Gear, Steam Donkin & Co., rudder head brake fitted. (Hydraulic) **Steering Gear, Hand** Secondry means wire ropes & blocks operated from winch

Boats 2-24ft. & 2-18ft Life. **Steering Chains,** Size and Test 1 3/8" - T 22·2·2·0 L ✓ **Windlass** Steam, Emerson Walker & Co.

Ceiling in Holds, thickness and material 2½" W Pine **Cargo Battens,** thickness, material and spacing 2" W Pine @ 9"

Cargo Hatchways.—(Upper Deck) Steel plates & angles. **Thickness of Hatches** 3"

Size of **No. 1 Hatchway** (Forward) 29·3 × 20·0 **No. 2** 30·0 × 20·0 **No. 3** 32·6 × 20·0 **No. 4** 30·0 × 20·0 **No. 5** 30·0 × 20·0 **No. 6** ✓

Number of **Shifting Beams** and/or **Fore** and **Afters** 5 to Nos 1, 2, 4 & 5, 4 & 1 trunk bhd to No 3.

FOR SHORT BROTHERS, LIMITED.

Builder's Signature FOR George A. Short.

GENERAL DECLARATION. *It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel* no *(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.*

This Vessel has been constructed in accordance with the approved plans, the Rules & Secretary's letters. The materials & workmanship are good.

The freeboard has been marked on the Vessel's sides, verified and well cut in. The peak tanks, double bottom tanks & dry tank under boilers have been satisfactorily tested under waterpressure in accordance with the Rule requirements.

The W.T. bulkheads, decks, tunnel & W.T. doors have been hosed tested & found satisfactory, pumps also tried.

The approved plans (8 in No) Midship Section, Profile & decks. Profile amended. Deck Girders. Stern frame & rudder, Fore bottom strengthening. Painting arrangement. Pumping arrangement. together with 4 forging certificates and Midship Section, Profile & decks as built.

The amount of Entry Fee ..... £ 8 : : ✓ Fees applied for, 30 May 1930

Special Survey Fee .... £ 304 : 5 : . ✓

Tbd. Fee 8 6 8 Travelling Expenses, if any £ . : Received by me, 3 June 1930 Hunn.

I am of opinion the Vessel should be Classed ✠100 A1

State whether the Vessel has been built under Special Survey yes

Certificate to be sent to SUNDERLAND. Date of issue 6/6/30

Signature W. P. Collings

Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 6 JUN 1930

Character assigned + 100 A1

Lloyd's arch, + Lmk 6.30 CL

MG

The Surveyors are requested not to write on or below the Committee's Minute.

01345

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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 Vessel was placed in the middle Dry Docks & Co Ltd dry dock on the 5th of June 1930. the bottom rudder cleaned down. Examined found satisfactory and painted.

W.P.G

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

1st Bower 40·1·12, M.B. 7156. 25·10·29

2nd „ 40·0·25. K.H. 7216. 12·11·29.

3rd „ 34·1·4. K.H. 7209. 12·11·29.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 34·75 ft., R.Q.D. ✓ ft., Bridge 261·25 ft., Forecastle 32·5 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 dk (S/E)

Official No. 161432 ; Signal Letters ____ Is bottom of Vessel coated with cement yes if not give particulars of composition ____

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	125·0	449	Fore peak tank,	24·75	144
Double bottom, under Engines and Boilers,	✓	-	After peak tank,	24·0	180
Double bottom, if under Engines only,	25-0	132	Deep tank, aft,	✓	-
Double bottom, if under Boilers only, (Dry)	17·5	✓	Deep tank, forward,	✓	✓
Double bottom, forward,	181·5	789	Other tanks, if fitted,	✓	-
	Total capacity of double bottom	1370	(If necessary, furnish further information by sketch.)	✓	✓

* The wells are not to be included in the lengths of the tanks.

349·0

Order for Special Survey No. 5747

Date 20·12·29

Dates of Surveys held while building: 1929. Dec. 10. 16. 18. 20. 23. 27. 31. 1930. Jan. 7. 9. 20. 22. 24. 29. 31. Feb. 3. 5. 7. 11. 13. 19. 24. 27. 28. Mch. 4. 5. 7. 11. 13. 17. 20. 26. 28. 31. Apl. 1. 3. 4. 7. 8. 9. 11. 14. 15. 16. 23. 26. 28. 30. May 5. 6. 8. 9. 19. 27. 28. June 2. 5

Total No. of Visits 56

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NOTE.—The words which do not apply should be deleted. Is a Report also sent on the Hull of the Ship? If not, state whether, and when, one will be sent?

Im 9.26. T.