

No. 16954

State if Report is also sent on the Machinery of the Vessel *Yes*

THU. 30 DEC. 1915

CLASS # 100A1 Shelter deck

Year of Appointment { (1) As Master in service of owner of present vessel: 1894
(2) As Master of this vessel: 1915

Breadth (greatest moulded)	59.75
Depth at middle of length from top of keel to top of beams at side of uppermost Continuous Deck	31.45
Deduct height of 'tween deck when this does not exceed 8ft.	
Transverse Number	91.20
Length on deck from fore part of stem to after part of sternpost	473
Longitudinal Number	43137
Depth "d" at middle of length. See Secs. 2 & 13	16.96
Proportions, Depths to Length, Uppermost Continuous Deck at side of keel	12.0
" " " " Long bridge Upper Deck at side to top of keel	9.97

Year of Appointment { (1) As Master in service of *1894*
owner of present vessel: *1894*
(2) As Master of this vessel: *1915*

Built at *Port Glasgow.*

When built *1915* Launched *6th March, 1915.*

By whom built *Wm. Hamilton & Co. Ltd*

Owners *Federal Steved. Co. Ltd*

Managers.

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

Residence *London.*

Port belonging to *London*

Destined Voyage Australia. New York If Surveyed

If Surveyed while Building, Afloat, [&] ~~or~~ in Dry Dock *Yes*

LENGTH on deck as per Rule	Ft.	Ins.	BREADTH — Moulded . .	Ft.	Ins.	DEPTH, ACTUAL — Top of Floors to top of Awning Shelter Dk. Beams Do. do. Upper Deck Beams . . .	Ft.	Ins.	No. of Decks with flat laid	3
473		0	59		9	36		8	No. of Tiers of Beams	3
Dimensions of Ship per Register,						36.6	Awning or Shelter Dk.			
Length 474'	breadth 60'		depth 38.65		Moulded depth, ft. 39 ins. 5		Upper Deck		Round up of Uppermost Dk Beam Actual 15 ins.	

Upper Deck. Moulded depth, ft. 51 ins. 52 to Upper Dk.

52. Bottom, moulded 17 1/2

FRAMING.							PILLARS.						
	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	Inches per Rule.	PILLARS, In 'tween Deck, size and spacing	Inches in Ship.	Inches Spacing in Ship.	Inches per Rule Or as Approved.	Inches per Rule.	Inches per Rule.	Inches per Rule.
NAME, Angle, or E or L Bars, amidships ...	10 1/2	3 1/2	5 1/2	10 1/2	3 1/2	5 1/2	" " Hold	Wide spaced pillars					
Do. in peaks	18	3 1/2	4 1/2	8	3 1/2	4 1/2	" " Quarter, 'tween Dks.,	and girders fitted in					
Do. in way of Double Bottoms at Solid Floors ...	3 1/2	3 1/2	4 1/2	3 1/2	3 1/2	4 1/2	" " in Hold	and girders with					
" " at intermdt. Blts.								approved plans.					
acing of Frames from centre to centre amidships	27 1/2			27 1/2			KEELSONS AND STRINGERS.						
" " length to collision bulkhead	27			27			CENTRE LINE KEELSON, Vertical Plate above	floors, Through Plate, or Intercoastal Plate					
" " of Frames from centre to centre in peaks ...	24			24			" " Rider Plate						
VERSED FRAME, Angles in Boiler sh.	3 1/2	3 1/2	5 1/2	3 1/2	3 1/2	5 1/2	" " Flat Keel Plate Angles						
Do. in way of Double bottoms at Solid Floors ...	3 1/2	3 1/2	4 1/2	3 1/2	3 1/2	4 1/2	" " Horizontal Plates on Floors						
" " at intermdt. Blts.							" " Angles or Bulb Angles						
AMING, depth of girder 1 1/2 in Boiler sh.	B & A Framing as abt						SIDE KEELSONS, Number						
DOORS, depth and thickness of Floor Plate							" " Angles or Bulb Angles						
" " at mid-line for 1/2 length amidships							" " Plate above floors, for length						
" " in way of Engine and Boiler spaces							" " Intercoastal Plate, for length						
" " thickness at the ends of vessel			40			40	" " Attached to outside plating with Angle ...						
" " depth at 1/2 the half-bdth. as per Rule ..							BILGE KEELSON, Angles						
" " height extended at the Bilges							" " Intercoastal Plate, for length						
DOORS & BRACKETS, in Cell Dble Bottoms			44			44	" " Attached to outside plating with Angle						
" " state if flanged (top & bottom)							SIDE STRINGERS, Number One in way						
" " spacing							" " of 2nd at where deck is omitted						
ITRE GIRDER, in Dbl. bottom, dpth. & thcknss	48	58	47	58			" " See plan as built angle	4	4	50	7	3 1/2	52
" " Angles, Top (2)	3 1/2	3 1/2	5 1/2	3 1/2	3 1/2	5 1/2	" " Intercoastal Plate, for as above	49		44			46
" " " Bottom ... (2)	5	5	62	5	5	62	" " Attached to outside plating with Angle	4	4	58	4	4	46
" " " to Floors (!)	5	5	64	5	5	64	Awning or Shelter Deck Stringer Plates,	65 1/2	62	64	62		
E GIRDERS, number and thickness	2		42	2		42	" " breadth and thickness	5 x 5	64	5 x 5	64		
" " state if flanged (top & bottom)	3 1/2	3 1/2	46	3 1/2	3 1/2	46	" " Angle on ditto						
" " Angles to floors	3	3	44	3	3	44	" " Tie Plates, outside Hatchways	40					
GIN PLATE, depth (exclusive of flange)	39		52	37		52	" " Deck * Iron or Steel, for full lng.	46					
" " and thickness	4	4	52	4	4	52	" " Wood Deck. Material & thickness	5 x 2 1/2		5 x 2 1/2			
" " Angles to outside plating	6	6	48	6	6	48	Upper Deck Stringer Plate, breadth and	52 1/2	50	49	50		
" " to floors	6	6	48	6	6	48	" " thickness	4 x 4	50	4 x 4	50		
" " Height of Brackets above at bilge	29		29				" " Angles on ditto, No. 2						
ER BOTTOM PLATING, breadth and	51		54	47		54	" " Tie Plates, outside Hatchways						
thickness of Middle Line Strake ...			558	75		52 + 58	" " Deck * Iron or Steel, for full lng.	40					
" " thickness in Engine and Boiler space							" " Wood Deck. Material & thickness						
" " Remainder in Holds			42			42	Second Deck Stringer Plates, br'dth & thckn's	52	44	49	44		
MS, Awning or Shltr Dk, Single Angle,	8 1/2	3 1/2	48	8 1/2	3 1/2	48	" " Angles on ditto, No. 2	4 x 4	50	4 x 4	50		
Bulb Angle, Plate, Tee Bulb or Channel							" " Tie Plates, outside Hatchways						
Angle on upper edge	27 1/2			27 1/2			" " Deck * Material and thickness Steel	30			30		
Spacing	8 1/2	3 1/2	48	8 1/2	3 1/2	48	Third, Fourth & Fifth Deck Stringer Plate,						
MS, Upper Deck, Single Angle, Bulb Angle,							" " breadth and thickness						
Plate, Tee Bulb or Channel	27 1/2			27 1/2			" " Angles on ditto, No.						
Angle on upper edge	10	3 1/2	54	10	8 1/2	54	" " Tie Plates, outside Hatchways						
Spacing	27 1/2			27 1/2			" " Deck. Material and thickness						
MS, Second, Third & Fourth Deck, Single							Poop Deck Stringer Plate, breadth & thickness						
Angle, Bulb Angle, Plate, Tee Bulb or Channel							" " Angles on ditto						
Angle on upper edge	27 1/2			27 1/2			" " Tie Plates						
Spacing							" " Deck. Material and thickness						
BEAMS, Poop Deck, Angle, Bulb Angle, Plate,							Bridge Deck Stringer Plate, br'dth & thickness	6 1/2	54	60	54		
Tee Bulb or Channel	8 1/2	3	46	8 1/2	3	46	" " Angle on ditto	5 x 5	64	5 x 5	64		
Angle on upper edge							" " Tie Plates	42			42		
Spacing	27 1/2			27 1/2			" " Deck. Material and thickness	P. Pine	5 x 2 1/2		5 x 2 1/2		
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate,							Forecastle Deck Stringer Plate, br'dth & th'kns	46	36	38	36		
Tee Bulb or Channel	7 1/2	3	42	7 1/2	3	42	" " Angle on ditto	3 1/2 x 5 1/2	36	3 1/2 x 3 1/2	36		
Angle on upper edge							" " Tie Plates	30	46	10	36		
Spacing	27 1/2			27 1/2			" " Deck. Material and thickness	P. Pine	5 x 3		5 x 3		

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(LLOYDS REGISTER.)

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Lloyds Register.

VESSELS OF 100 TONS AND UPWARDS.

These particulars are supplied by the Registrar General of Shipping and Seamen for the sole use of Lloyds Register of British and Foreign Shipping.

Signal Letters (if any)

Official Number.	Name of Ship.	No., Date, and Port of Registry.
139, 102.	"Cumberland"	331 in 1915. London.
No., Date, and Port of Previous Registry (if any).		
Whether British or Foreign Built.	Whether a Sailing or Steam Ship; and if a Steam Ship how propelled.	Where Built.
British.	Steam Ship Twin Screw.	Port Glasgow.
		1915.
Name and Address of Builders.		
William Hamilton & Co. Ltd., Port Glasgow.		
Number of Decks	Two.	Length from fore part of stem, under the bowsprit, to the aft side of the head of the stern post
Number of Masts	Four.	Length at quarter of depth from top of weather deck at side amidships to bottom of keel
Rigged	Schooner.	Main breadth to outside of plank
Stern	Cant.	Depth in hold from tonnage deck to ceiling at midships
Build	Clincher.	Depth in hold from upper deck to ceiling at midships, in the case of three decks and upwards
Galleries	None.	Depth from top of beam amidships to top of keel
Head	None.	Depth from top of deck at side amidships to bottom of keel
Framework and description of vessel	Steel Cargo	Round of beam
Number of Bulkheads	Seven.	Length of engine room, if any
Number of water ballast tanks, and their capacity in tons	Ten.	
	1655 tons.	

PARTICULARS OF DISPLACEMENT.

Total to quarter the depth from weather deck at side amidships to bottom of keel 18,836 Tons. Ditto per inch immersion at same depth 58.00. Tons.

PARTICULARS OF PROPELLING ENGINES, &c. (if any).

No. of sets of Engines.	Description of Engines.	Whether British or Foreign made.	When made.	Name and address of makers.	Reciprocating Engines. No. and Diameter of Cylinders in each set.	Rotary Engines. No. of Cylinders in each set.	N. H. P. I. H. P. Speed of Ship.
Two.	Rotary, Compound geared, horizontal.	British.	1915.	David Rowan & Co., Glasgow.		Two.	1083 6000 14 knots
No. of Shafts.	Particulars of Boilers. Description, Number, Iron or Steel, Loaded Pressure	British.	1915.				
	Horizontal, 2 Nos., 3000 lbs.						

PARTICULARS OF TONNAGE.

GROSS TONNAGE.	No. of Tons.	DEDUCTIONS ALLOWED.	No. of Tons.
Under Tonnage Deck	8317.91	On account of space required for propelling power	2844.60
Space or spaces between Decks		On account of spaces occupied by Seamen or Apprentices, and appropriated to their use, and kept free from goods or stores of every kind, not being the personal property of the Crew	
Turret or Trunk		These spaces are the following, viz.:	
Forecastle	64.79	3 m upper & lower forecabin, side	
Bridge space (House in)	24.69	house on upper deck, and Deck	
Poop or Break	42.34	houses on bridge.	315.84
Side Houses	414.68	Deductions under Section 79 of the Merchant Shipping Act, 1894, and Section 54 of the Merchant Shipping Act, 1906, as follows:—	
Deck Houses	8.40	Cubic Metres	
Chart House		Master's Accommodation	11.91
Spaces for machinery, and light, and air, under Section 78 (2) of the Merchant Shipping Act, 1894		Boatsteward's Store	3.63
Excess of Hatchways	117.27	Chart Space	8.40
Gross Tonnage	8492.51	Water Ballast Space	44.50
Deductions, as per Contra	3265.18	Total	41.94
Registered Tonnage	5227.33		

NOTE 1.—The tonnage of the engine room spaces below the Upper Deck is 1439.61 tons, and the tonnage of the total spaces framed in above the Upper Deck for propelling machinery and for light and air is 153.35 tons.

NOTE 2.—The undermentioned spaces above the Upper Deck are not included in the cubical contents forming the ship's register tonnage.

Open Bridge Space 185.5 ft. long = 841.24
 less Engine & Boiler casings, Refrigerating
 machinery space, Round House & Hatchways } 346.16
 495.11

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 185.5 ft., R.Q.D. 185.5 ft., Bridge 185.5 ft., Forecastle (in feet and tenths). When the Poop is joined to the R.Q.D., this should be distinctly stated.

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given should appear in the Register Book) 2 Dks (6 ft.) + Shelter deck (5 ft. - w.s.)
 Official No. 139102; Signal Letters. State if Machinery is fitted aft ho.
 How are the surfaces preserved from oxidation? Inside Cement and Paint Outside Paint

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors, cellular.

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
Double bottom, aft,	116.9	345	Fore peak tank,		
Double bottom, under Engines and Boilers,	87.4	445	After peak tank,		
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	189	685	Other tanks, if fitted,		
Total capacity of double bottom	147.5		(If necessary, furnish further information by sketch.)		

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

State whether the above have been tested as required by the Rules.

Order for Special Survey No. 2750
 Date 14 Nov. 1913
 No. 298 in builder's yard.
 Days of Survey held while building
 (1913) Nov. 5-7-11-13-25-27-28-29-30-12-16-18-22-24-30 (1914) Jan. 9-13-14-16-21-22-24-27-29-30-1 Feb. 4-6-9-11-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-1 Mar. 4-7-10-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-1 Apr. 4-7-10-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-1 May 4-7-10-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-1 Jun. 4-7-10-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-1 Jul. 4-7-10-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-1 Aug. 4-7-10-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-1 Sep. 4-7-10-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-1 Oct. 4-7-10-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-1 Nov. 4-7-10-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-1 Dec. 4-7-10-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-1

Surveyor's Signature

Kable Howie

Name of Master A. G. McIlibbon. Certificate of Service No. 09008.

No. of Owners
 Name, Residence, and Description of Managing Owner if there are more owners than one.
 Federal Steam Navigation Company, Limited. } Sixty-four
 of 2 Fenchurch Avenue, London. } (64)
 Shares.
 Allan Hughes; same address:— Manager.

dated 1st December 1915

(81862) Wt. 28981/72 1000 11-12 W B & L
(81762) 20349/8 2003 3-13

GLS184-0020

Working pressure of end plates
 Distance between rings
 Working pressure by rules
 End plates: Thickness
 How stayed
 Area of safety valves to superheater 3.14
 Are they fitted with casing gear