

STEEL STEAMER ~~or MOTORSHIP~~

30 Oct 1926

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. (Sunderland.)Date of completion of report 28<sup>th</sup> October 1926 Port of NEWCASTLE-ON-TYNE No. 80681Survey held at Wallend-on-Tyne Date First Survey 5<sup>th</sup> January 1926 Last Survey 23<sup>rd</sup> October 1926On the amidships Skinner NidarosState Type (Full Steamship, Complete Superstructure with Tonnage Opening) Complete Superstructure with Tonnage Opening State Type of Erections NoneTONNAGE under  
Tonnage Deck... 1016.05CLASS 100.A.1 State if with freeboard  
as condition of Class Yes.Built at Wallend-on-TyneDo. 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 248.0Launched 21<sup>st</sup> September 1926 Yard No. 1289Total 1016.05Breadth (greatest moulded) B 37.0Builders Swan Hunter & Wigham RichardsonGross Tonnage 1188.36Depth, at middle of length from top of keel to top  
of beam at side of uppermost continuous  
deck. See Sec. 3 (1c) 16.06 + 7.5 = 23.56 D 24.16Owners Rederiksselskabet NidarosRegister Tonnage 653.891st Longitudinal Number (L x D) 248 x 24.16 = 5991Managers A. M. Omrustvedt

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

REGISTERED DIMENSIONS.  
FEET.Length 248.1Framing Depth "d," at middle of length. See  
Sec. 3 (1d) 24.16 (7.5 + 2.75) = 13.91Residence OsloBreadth 37.2Proportions—Depth to Length—Uppermost con-  
tinuous deck to top of keel 24.8 ÷ 24.75 = 10.02Port of Registry OsloDepth 14.7Do. Long Bridge to top  
of keel 16.08

Surveyed while building, afloat, or in dry dock

Built under Special Survey

## 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	25	—	Bracket Floors, Frame	B. angle 6 3 37	—
" " from $\frac{1}{2}$ length to Collision bulkhead	25	—	" " Reversed Frame	D <sup>2</sup> 5 3 37	—
" " in peaks	24	—	" " Vertical Struts	D <sup>2</sup> 5 3 37	—
SIDE FRAMING.			Centre Girder, depth and thickness amidships	33 44	—
Frame Amidships, Angle, E or F	7 3 35	7 x 3 x (3)	" " top Angle	Single 3 3 42	—
" " Extends up to	Upper 7 <sup>th</sup> Deck alternately to Upper Deck at Hatch ends.		" " bottom Angle	Single 3 3 46	—
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	One 34	—
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	24 40	—
Depth of Framing Girder	Bull angle 7	—	" " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem in Tanking area	3 3 34	—
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	alternating main frames	—	" " Vertical Angle to Tank side Bracket forward $\frac{1}{2}$ len. from stem in Tanking area	6 6 34	—
" " Second 'tween Decks, Angle, E or F		—	" " Girders, spacing and scantling abaft $\frac{1}{2}$ len. from stem		—
" " Third " " " "		—	" " Girders, spacing and scantling forward $\frac{1}{2}$ len. from stem		—
Framing in Peaks, Angle or F	5 3 29	—	Tank Side Brackets, height above base line at toe of Frame and thickness	4-2" x 37	—
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships	$\frac{3}{4}$ " Spaced 5	—	INNER BOTTOM PLATING.		
State if Frame Joggled	Joggled in peaks	—	Breadth and thickness of Middle Line Strake	Fore End 4.5 x 4.2 Aft " " x 4.0	—
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	B.A. Frames 7 x 3 x 4.6 none in intercostal side Stinger 38 with angle 5 x 3 x 4.2	—	Thickness of remainder in Holds	4.2 x 34 32	—
STRENGTHENING OF BOTTOM FOR- WARD. State Particulars	Floors, every frame Frames 5 x 5 x 3.6 6 x 6 in intercostals. 3 Strakes of shell increased.	—	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	—
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds		—	Uppermost Continuous Deck, amidships	5 3 30	—
Height of Brackets at side above base line at toe of frame		—	" " in Wells, Angle, E or F	5 3 32	—
Middle Line Keelson, on Floors, Angles, E or F		—	" " in way of Bridge, Angle, Cargo Hatch, E or F	5 3 32	—
" " Through Plate or Intercostal Plate		—	Spacing	Every frame	—
" " Foundation Plate on Floors		—	Second Deck, amidships, Angle, E or F	7 3 37	—
" " Flat Plate Keel Angles		—	Spacing	Every frame	—
Side Keelsons, No. each side		—	Third Deck, amidships, Angle, E or F		—
" " thickness of Intercostal Plate		—	Spacing		—
" " Angles		—	Fourth Deck, amidships, Angle, E or F		—
DOUBLE BOTTOM.			Spacing		—
Solid Floors, thickness and spacing	34 Every 3 <sup>rd</sup> frame or under engines	—	Bridge Deck, Angle, E or F		—
" " Are Frame and Reversed Frame joggled?	Yes	—	Spacing		—
Bracket Floors, breadth and thickness at middle line	26 34	—	Forecastle Deck, Angle, E or F		—
" " breadth and thickness at margin plate	25 34	—	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>			One.	—	Stringer Plate, breadth and thickness in way of Bridge .....				
"	in 'tween Decks, Size and Spacing....	Two Channels 6x32x32x38/48 at hatch ends only. together with runner angled & brackets.	—	—	Thickness of Plating abreast Deck openings in way of Wells .....			30	—
"	" " " " " "				Thickness of Plating abreast Deck openings in way of Bridge .....			34	—
"	in Holds " " "	Two Channels. 10x32x32x40/58 at hatch ends only together with horizontal girder & brackets.	—	—	Thickness of Plating within line of openings...			30	—
"	" " " " " "				If Sheathed, material and thickness .....			None	—
<b>Centre Line Bulkhead. Stiffeners and Spacing.....</b>					<b>Third Deck.</b> Stringer Plate, breadth and thickness.....				
Plating, thickness of .....					If Plated, state thickness.....				
<b>STRINGERS AND DECKS. Uppermost Continuous Deck.</b>					<b>Fourth Deck.</b> Stringer Plate, breadth and thickness.....				
	Stringer Plate, breadth and thickness in Wells	45	37	—	If Plated, state thickness .....				
"	" " " " in way of Bridge				<b>Poop Deck.</b> Stringer Plate, breadth and thickness .....				
"	Angle in Wells .....	3 1/2	3 1/2	37	—	Plating, Sheathing, material and thickness .....			
	Thickness of Plating abreast Deck openings in way of Wells .....	33	30	—	<b>Bridge Deck.</b> Stringer Plate, breadth and thickness.....				
	Thickness of Plating abreast Deck openings in way of Bridge .....				Plating, Sheathing, material and thickness .....				
	Thickness of Plating within line of openings...	30	—	—	<b>Forecastle Deck.</b> Stringer Plate, breadth and thickness.....				
	If Sheathed, material and thickness	over accommodation, at aft end where exposed = 2 1/2 inch. In way of accommodation, not exposed = composition.			Plating, Sheathing, material and thickness .....				
<b>Second Deck.</b>									
	Stringer Plate, breadth and thickness in Wells...	43	34	—					

## SHELL PLATING.

[illegible]

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—		Casting or Forging.		Scantlings.	Maker's Name.	Any approved plans to be noted.
Extending to Upper Deck (Sec. 3 c) <i>One</i>						
" Deck next below <i>Three</i>						
As per Rule <i>One to U.D.<sup>th</sup> Three to 2<sup>nd</sup> D.<sup>th</sup></i>						
		STIFFENERS.				
Plating Thickness.		VERTICAL.		HORIZONTAL.		
		Scantlings. Spacing.		Scantlings. Spacing.		
MIDSHIP BULKH'D, Upper tween decks						
"	" Second "					
"	" Third <i>NO 47</i>	<i>26/43</i>	<i>3 1/2 x 3 x 32.00 30</i>			
"	" Holds <i>NO 67</i>	<i>26/43</i>	<i>7 x 3 x 44.00 34</i>			
"	" (in Hold) <i>NO 67</i>	<i>26/43</i>	<i>6 x 3 x 48 34</i>			
"	" " <i>NO 67</i>	<i>26/43</i>	<i>7 x 3 x 48 34</i>			
"	" " <i>NO 67</i>	<i>26/43</i>	<i>3 x 3 x 30 24</i>			
"	" " <i>NO 67</i>	<i>26/43</i>	<i>6 1/2 x 3 x 40.00 24</i>			
"	" " <i>NO 67</i>	<i>26/43</i>	<i>5 1/2 x 3 x 40.00 24</i>			
"	" " <i>NO 67</i>	<i>26/43</i>	<i>3 x 3 x 30 24</i>			
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"	" " <i>NO 67&lt;/</i>					



EQUIPMENT No. 15532										LETTER "9"	ANCHORS.
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	
29426	1st Bower ...	32	1	14	Stockless			31	3	0	I. P. H. S. 30-4-26
29424	2nd " ...	33	1	7	"	"	"	31	3	0	" " " " " "
29425	3rd " ...	28	2	14	"	"	"	27	11	3	" " " " " "
	Collective weight.	95	1	7							
59572	Stream .....	8	2	17	2	0	21	10	15	0	Common Earl of Dudley I. P. H. T. 31-3-26

## CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Tons.	Cwts.	qrs.	lbs.	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.	
	Fathoms.	Ins.					Supplied.	Per Rule.	Fathoms.	Ins.				Fathoms.	Ins.		Fathoms.	Ins.
60585	2405	1 1/2	5 1/4	7 1/2			349-1-11	344-4	240	1 1/2	Steel Link	Earl of Dudley I. P. H. T. 13-4-26 R. O. W. S. n. a. Drysdale	TOWLINE...	90	3 1/2	35-8	90	3 1/2
													HAWSERS & WARPS	2-90	2 1/2	15-0	2-90	2 1/2
														2-90	1 3/4	8-9	2-90	1 3/4
														105	3 1/2	35-5		

Steel wires certified by Deacon &amp; Corbett &amp; R. S. Newall &amp; Co. Ltd.

Steering Gear, Steam Donkin &amp; Co. Ltd. Steering Gear, Hand Blocks &amp; backles led to stern winch.

Boats 2 Lifeboats 20'-0" & Steering Chains, Size and Test 15 Tons = 10 1/2 I. P. H. N. 17-3-26 Windlass Harfield & Co. Ltd.  
1 Dinghy = 14'-0" H. Green.

Ceiling in Holds, thickness and material Over bilges only = 2 1/2" pine Cargo Battens, thickness, material and spacing 5m holds only = 6" x 2" spaced 9".

Cargo Hatchways.-(Upper Deck) Usual construction = plates &amp; angles. Thickness of Hatches Pine 3".

Size of No. 1 Hatchway (Forward) 22'-11" x 20'-0" No. 2 29'-2" x 20'-0" No. 3 25'-0" x 20'-0" No. 4 25'-0" x 20'-0" No. 5 No. 6

Number of Shifting Beams and/or Fore and Afters Nos 1, 3, 4 Hatches = Four webs. No 2 Hatch = Five webs. No fore &amp; afters.

FOR SWAN, HUNTER &amp; WIGHAM RICHARDSON, LTD.

Builder's Signature

G. A. B. B. B.

**GENERAL DECLARATION** This vessel has been constructed in accordance with the approved plans, the Secretary's Letters & in other respects in conformity with the Society's Revised Rules & Regulations. The material & workmanship are good.

The bulkheads, weather decks, funnel & N. J. door, have been holed & found to be water tight. The peak & double bottom tanks have been tested as required by the Rules & found in good order. The freeboard assigned in the Secretary's Letter dated 26<sup>th</sup> July 1926 has been duly marked, verified & cut in on the vessel's side. Newcastle Freeboard Report No 80540. At the last moment however, before the vessel left this port, the above markings were altered to suit a Norwegian assignment & as no information was made to this office at the time, the alteration was not discovered until after the vessel's departure. The Builders have stated that the disc was not disturbed as the Norwegian assignment was 8" from the statutory deck line at the top of the steel 2<sup>nd</sup> Deck. This statement was verified by examining the builders amended displacement scale. They have also stated that they will recover the Freeboard Certificate from the owners for the purpose of cancellation.

The amount of Entry Fee ..... £ 5 : 0 : 0  
Special Survey Fee .... £ 118 : 16 : 0  
Freeboard 5 0 0  
Travelling Expenses, if any £ : : :

Fees applied for,

27/10/1926

Received by me,

22.11.26

I am of opinion the Vessel should be Classed 100 A.1. with freeboard.

State whether the Vessel has been built under Special Survey yes.

Signature

Thomas S. Shute.

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to: Newcastle on Tyne Date of issue 22/12/26  
Merry Sunderland

Committee's Minute

FRI. 5 NOV 1926

Character assigned

100 A.1. with freeboard

Lloyd's A.C.P. + L.M.C. 10:26  
C.L.

Merry



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Lloyd's Register Foundation

W101-0188 (2/2)



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 approved plans (13 in number) are enclosed.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.		with Pins.			
		c.g. lbs.	c.g. lbs.		
1st Bower		18-0-10	20-0-0	No. 6220	S. Joppung 23-4-26.
2nd "		18-0-23	20-1-7	" 6213	W. Malcolm, 25-3-26.
3rd "		15-2-4	17-0-21	" 6209	" " " " " "

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). I.D.<sup>H</sup>(S<sup>H</sup>) + Skelton D.<sup>H</sup>(S<sup>H</sup>)

Official No. ☒ ; Signal Letters \_\_\_\_\_ Is bottom of Vessel coated with cement *Full cement* if not give in way of boilers. Elsewhere in the double bottom = cement fillings.  
particulars of composition \_\_\_\_\_

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	79' 2"	133	Fore peak tank,	—	76
Double bottom, under Engines and Boilers,	31' 3"	77	After peak tank,	—	39
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	97' 11"	192	Other tanks, if fitted,		
	Total capacity of double bottom	402	(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. 5168

Date 19.3.26

Dates of Surveys held while building

1926 Jan 5. 7. 15. 25. 26. 28. Feb. 5. 8. 9. 18. 22. Mar. 2. 4. 10. 17. 19. 23. 26. 29. 31. Apr. 7. 12. 15. 19. 21. 22. 28.  
May 12. 17. 19. 21. 26. 28. 31. June 4. 9. 11. 17. July 2. 6. 9. 12. 14. 16. 23. 26. Sept. 8. 13. 14. 17. 20. 21. Oct. 8. 11.  
14. 19. 20. 22. 23.

Total No. of Visits 59