

## STEEL STEAMER or MOTORSHIP.

Received at London Office 13 AUG 1926

State if Report has been sent on the Freeboard of the Vessel YesState if Report is sent on the Machinery of the Vessel YesDate of completion of report 12 AUG 1926Port of NEWCASTLE-ON-TYNENo. 80564Survey held at Hebburn-on-TyneDate First Survey 28 Dec. 1925Last Survey 6 August19 26On the TWIN SCREW STEAMER "EL AMIR FAROU"State Type of Erections Forecastle only

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

TONNAGE under Tonnage Deck 824.69CLASS +100A1  
FOR SERVICE ON  
EGYPTIAN COASTState if with freeboard as condition of Class withBuilt at Hebburn-on-TyneLaunched 11 June 1926 Yard No. 543Builders R.W. Hawthorn Leslie & Co. Ltd.Owners The Egyptian Government

Managers

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

Residence

Port of Registry

If surveyed while building, afloat, or in dry dock  
all three

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

Total 824.69Gross Tonnage 941.55Register Tonnage 423.70

## REGISTERED DIMENSIONS.

Length 247.1Breadth 34.15Depth 18.1Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 245.0Breadth (greatest moulded) B 34.0Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 19.01st Longitudinal Number (L x D) 46552nd Numeral L x (B + D) 12985Framing Depth "d" at middle of length. See Sec. 3 (1d) 12.9Proportions—Depth to Length—Uppermost continuous deck to top of keel 12.9  
Do. Long Bridge to top of keel 12.5Draught Moulded 12.5

## 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.
MES, Spacing amidships	23 1/2		Bracket Floors, Frame		
" " from 1/2 length to Collision bulkhead	23 1/2		" " Reversed Frame		
" " in peaks	23 1/2		" " Vertical Struts		
E FRAMING.			Centre Girder, depth and thickness amidships	3 1/2 x 38	
Frame Amidships, Angle, <u>E or F</u>	6 3 .35	6 1/2 x 3 x 30	" " top Angle	3 x 3 x 35	
" " Extends up to	upper deck		" " bottom Angle	3 1/2 x 3 1/2 x 38	
Reversed Frame Amidships, Angle	—		Side Girders, No. each side and thickness	one .30	
" " Extends up to	—		Margin Plate depth (excl. of flange) and thickness	22" .33	
Depth of Framing Girder	6"		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	3 x 3 x 30	
Frames in Uppermost Continuous 'tween Decks, Angle, <u>E or F</u>	5 3 .30		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	3 x 3 x 30	
" " Second 'tween Decks, Angle, <u>E or F</u>	—		" " Gussets, spacing and scantling abaft 1/2 len. from stem		
" " Third " " " "	—		" " Gussets, spacing and scantling forward 1/2 len. from stem		
Framing in Peaks, Angle <u>E or F</u>	5 3 .36		Tank Side Brackets, height above base line at toe of Frame and thickness	42" x 32"	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/4" 7 diameters 5 1/2" in way of oil		INNER BOTTOM PLATING.		
State if Frame Joggled	yes		Breadth and thickness of Middle Line Strake	77 .32	
STIFFENING ARRANGEMENTS (Sec. 7), state system and particulars	additional keels as plan		Thickness of remainder in Holds	.30	
LENGTHENING OF BOTTOM FORWARD. State Particulars	midship thickness one strike each side double reinforced bottom frames & intercostals closer double shell bars to centre section		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	
DOUBLE BOTTOM. Boiler space			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	18 1/2 x 42		Uppermost Continuous Deck, amidships in Way, Angle, <u>E or F</u>	6 1/2 3 .42	
Height of Brackets at side above base line at toe of frame	42"		" " in way of Bridge, Angle, <u>E or F</u>		
Middle Line Keelson, on Floors, Angles, <u>E or F</u>	3 1/2 x 3 1/2 x 50		Spacing	47"	
" " Through Plate or Intercostal Plate	18 1/2 x 50		Second Deck, amidships, Angle, <u>E or F</u>	6 3 .30	
" " Foundation Plate on Floors	36 x 50		Spacing	23 1/2 x 47"	BA 47" space while sheathed.
" " Flat Plate Keel Angle	one 3 1/2 x 3 1/2 x 46		Third Deck, amidships, Angle, <u>E or F</u>		
Side Keelsons, No. each side	one		Spacing		
" " thickness of Intercostal Plate	.42		Fourth Deck, amidships, Angle, <u>E or F</u>		
" " Angles	one 6 3 .50		Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, <u>E or F</u>		
Solid Floors, thickness and spacing	30, 23 1/2 space		Spacing		
" " Are Frame and Reversed Frame joggled?	yes		Bridge Deck, Angle, <u>E or F</u>		
Bracket Floors, breadth and thickness at middle line			Spacing		
" " breadth and thickness at margin plate			Forecastle Deck, Angle, <u>E or F</u>	6 1/2 3 .35	
			Spacing	47"	

# 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>Two</i>									
"    in 'tween Decks, Size and Spacing.....	<i>2 3/4</i>	<i>47"</i>							
"    "    "    "    "    "	<i>2 1/2</i>								
"    in Holds    "    "	<i>3 1/4</i>	<i>47"</i>							
"    "    "    "    "    "									
<b>Centre Line Bulkhead.</b>									
Stiffeners and Spacing.....	<i>4 1/2</i>	<i>3</i>	<i>33</i>						
Plating, thickness of .....	<i>23 1/2</i>								
	<i>31</i>	<i>26</i>							
<b>STRINGERS AND DECKS.</b>									
<b>Uppermost Continuous Deck.</b>									
Stringer Plate, breadth and thickness in Wells	<i>60</i>	<i>36</i>							
"    "    "    "    in way of Bridge	<i>✓</i>								
"    Angle in Wells .....	<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>						
Thickness of Plating abreast Deck openings in way of Wells .....			<i>28</i>						
Thickness of Plating abreast Deck openings in way of Bridge .....			<i>33</i>						
Thickness of Plating within line of openings...			<i>28</i>						
If Sheathed, material and thickness .....	<i>2" Teak</i>	<i>except over old timbers</i>							
<b>Second Deck.</b>									
Stringer Plate, breadth and thickness in Wells...	<i>42</i>	<i>32</i>							
Stringer Plate, breadth and thickness in way of Bridge .....									
Thickness of Plating abreast Deck openings in way of Wells .....									
Thickness of Plating within line of openings...									
If Sheathed, material and thickness .....									
<b>Third Deck.</b>									
Stringer Plate, breadth and thickness .....									
If Plated, state thickness.....									
<b>Fourth Deck.</b>									
Stringer Plate, breadth and thickness .....									
If Plated, state thickness .....									
<b>Poop Deck.</b>									
Stringer Plate, breadth and thickness .....									
Plating, Sheathing, material and thickness ...									
<b>Bridge Deck.</b>									
Stringer Plate, breadth and thickness .....									
Plating, Sheathing, material and thickness ...									
<b>Forecastle Deck.</b>									
Stringer Plate, breadth and thickness .....	<i>60</i>	<i>31</i>							
Plating, Sheathing, material and thickness ...	<i>30</i>	<i>2" teak sheathing</i>							

# SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.	No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.					Diam.	Spacing or to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.	Inches.	Inches.	
FLAT PLATE KEEL .....	<i>41</i>	<i>48</i>	<i>44</i>	<i>50</i>		<i>double</i>	<i>3/4</i>	<i>3"</i>	<i>Three</i>	<i>3/4</i>	<i>Lapped</i>
"    DBLG. (if any)											
BOTTOM PLATING, No. of Strakes .....		<i>38</i>	<i>44</i>	<i>34</i>		<i>double</i>	<i>3/4</i>	<i>3"</i>	<i>Two</i>	<i>3/4</i>	<i>"</i>
BILGE PLATING, No. of Strakes .....		<i>38</i>	<i>34</i>	<i>38</i>		<i>single</i>	<i>3/4</i>	<i>3"</i>	<i>"</i>	<i>3/4</i>	<i>"</i>
SIDE PLATING, No. of Strakes .....		<i>38</i>	<i>32</i>	<i>36</i>		<i>single</i>	<i>3/4</i>	<i>3"</i>	<i>"</i>		
UPPER DECK, Sheer-strake in Wells.....	<i>45</i>	<i>50</i>	<i>32</i>	<i>32</i>				<i>Three</i>	<i>3/4</i>	<i>2 5/8</i>	<i>"</i>
UPPER DECK, Sheer-strake in Bridge ...		<i>✓</i>									
STRAKE BELOW Sheer-strake in Wells.....		<i>39</i>	<i>32</i>	<i>34</i>		<i>single</i>	<i>3/4</i>	<i>3"</i>	<i>Three</i>	<i>3/4</i>	<i>"</i>
STRAKE BELOW Sheer-strake in Bridge ...			<i>✓</i>								
POOP SIDE PLATING .....											
BRIDGE SIDE PLATING ...											
FORECASTLE SIDE PLATING			<i>28</i>			<i>single</i>	<i>5/8</i>	<i>2 1/2</i>	<i>one</i>	<i>5/8</i>	<i>"</i>

# WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—					
Extending to Upper Deck (Sec. 3 c)		Five			
,, Deck next below		Three			
As per Rule		appd as above			
		Plating Thickness.	STIFFENERS.		
			VERTICAL.		
			HORIZONTAL.		
			Scantlings, Spacing.	Scantlings	Spacing.
No 73 MIDSHIP BULKHD, Upper tween decks ^		26	angle 4 1/2 x 3 3/4	28 1/2	
,, Second ,,					
,, Third ,,					
No 88 ,, ^ Holds .....		31-26	angle 5 x 3 x 3 1/2	27"	
COLLISION ,, (in Hold) .....		43-30	BA 6 x 3 x 3 1/4 + 50-50D	24"	
AFTER PEAK ,, ,, .....		30	BA 6 x 3 x 3 1/2	24	

# FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar .....</b>	<i>rolled</i>	<i>6 3/4 x 1 3/4</i>	<i>(Drammond) agents</i>	<i>Hickman &amp; Co.</i>
<b>STEM .....</b>				
<b>STERN FRAME</b> { Propeller Post/Brackets Cast	<i>as plan</i>		<i>Darlington Forge</i>	
Rudder " .....	<i>Forged</i>	<i>6 x 4 1/2</i>	<i>Hillom E &amp; S. Co.</i>	
<b>RUDDER—A x D.....</b>		<i>Balanced rudder</i>		
<b>Speed of Vessel.....</b>		<i>17</i>		
<b>RUDDER</b> mainpiece at head ...	<i>Forged</i>	<i>7"</i>	<i>Darlington</i>	
"    "    heel ...		<i>5 1/4</i>	<i>Forge</i>	
"    how constructed .....		<i>arms shrunk keyed</i>		
"    double or single plate		<i>single</i>		
"    coupling, vertical or horizontal.....		<i>horizontal</i>		

<b>STEEL.</b>	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
	<i>David Colville Sons, Bolton Vaughan. Please Furnish, Dillingham Huttonwerke, Dorman Long, South Wales.</i>
	<i>Lanarkshire Steel Co — open hearth process.</i>
	Has the Steel been tested as required by the Rules? <i>Yes.</i>

NOTE all shell seams in old timbers double riveted.

EQUIPMENT No. 13750											LETTER	ANCHORS.				
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53, APP. 0	Description of Anchor.	Makers.	Where and when tested and Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.				
41596	1st Bower ...	28	0	14				27	4	1	14	28	Britannic (stockless)	P Sykes & Son	C Heath 25.1.26 Paul	
40885	2nd „ ...	27	1	0				26	11	1	0	28	“	“	“	“ 22.4.26 Paul
40872	3rd „ ...	24	3	21				24	15	0	0	24	“	“	“	“ 17.4.26 Paul
	Collective weight.	80	1	7								80				
41592	Stream .....	7	1	0	1	3	12	9	9	1	14		Ordinary	“	“	“ 21.1.26 Paul

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.		Breaking Test of Steel Wire.	Length and Size per Table 53.	
	Length.	Diam.	Statu-tory.	Break-ing.	Supplied.	Per Rule.			Length.	Diam.					Length.	Cir.		Length.	Cir.
38663	240	1 9/16	43.9	61.4	298-3-7	295 3/4			240	1 9/16	Steel	P. Sykes & Son Ltd	C. Heath 20.1.26 Paul	TOWLINE	90	3 1/2	22		
														HAWSERS & WARPS	90	6"		90	6"
Iron Stream Chain or Steel Wire	75	3 3/4		29					75	3 3/4					90	5"		90	5"

Steering Gear, Steam *Hasties* Steering Gear, Hand *Hasties Screw Hand gear.*

Boats *2 life boats 26' 1-16' dinghy 1 motor " 26' 1-16' cutter* Steering Chains, Size and Test *✓* Windlass *Clarke Chapman - Steam*

Ceiling in Holds, thickness and material *none* Cargo Battens, thickness, material and spacing *6" x 2" H.P. 15" centres*

Cargo Hatchways.-(Upper Deck) *one for?* Thickness of Hatches *2 1/2"*

Size of No. 1 Hatchway (Forward) *7'10" x 6'0"* No. 2 *-* No. 3 *-* No. 4 *-* No. 5 *-* No. 6 *-*

Number of Shifting Beams and/or Fore and Afters *none.*

R. & W. HAWTHORN, LESLIE & CO LIMITED.

Builder's Signature

*John J. Bates*  
DIRECTOR

# GENERAL DECLARATION

*This vessel has been built in accordance with approved plans the Committee's instructions and the Society's rules. The workmanship and materials are good and to my satisfaction. All double bottom tanks and aft peak ballast tank have been tested under rule pressure. The fore peak has been filled and tested with water to rule height. oil fuel tanks have been filled and tested to rule pressure. All W.T. bulkheads & flats not tested by filling have been hose tested by me. Main deck hose flooded and tested, W.T. door examined & riveted. The assigned freeboard has been marked on vessel's sides verified and correct.*

*Approved plans are forwarded herewith including also plan of Midships Section of vessel as built*

The amount of Entry Fee ..... £ *4 : 0 : 0* Fees applied for, *12 AUG. 1926*

Special Survey Fee.... £ *94 : 4 : 0* Received by me, *13/8/26*

Travelling Expenses, if any £ *4 : 0 : 0* *yes*

I am of opinion the Vessel should be Classed *+ 100A1.*  
*with freeboard for service on Egyptian Coast.*

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

Signature

*Ed. Brown*  
Surveyor to Lloyd's Register of Shipping.

*Hull & Mch*  
Certificate to be sent to *Newcastle*

Date of issue *13/8/26*

Committee's Minute

*FRI. 13 AUG 1926*

Character assigned

*100 A1. with Freeboard  
For service on the Egyptian Coast*

*Lloyd's A.L.P.*

*+ L.M.C. 8:26 C.L. 26 D.*  
*Fit for oil fuel 8:26 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.)

Rpt. 4

Date of

No. in  
Reg. Boo

5754

Built at

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