

STEEL STEAMER ~~OR~~ MOTORSHIP.

21 FEB 1935

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*Date of completion of report *18 February 1935*Port of *Lith*No. *18794*Survey held at *Burntisland*Date First Survey *29 November 1934*Last Survey *15 February 1935*On the *(State if Machinery fitted Aft and**Full single screw steamer. ROXBURGH.*State Type *(Full Scantling Complete Superstructure**with or without Tonnage Openings)* *Full scantling*State Type of Erections *P. B. T. F.*TONNAGE under *3927.29*CLASS *+100A1*State if with freeboard *✓*

as condition of Class

Built at *Burntisland*Launched *5 February 1935*Yard No. *164*Builders *The Burntisland SBC & Co*Do. of space or spaces *✓*Length from fore-part of stem to after part of stern *L 368.0*

post on summer L.W.L. See Sec. 3 (1a)

Breadth (greatest moulded) *B 52.16*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 27.50*1st Longitudinal Number (L x D) *= 10136*2nd Numeral L x (B + D) *= 29330*Framing Depth "d," at middle of length. See Sec. 3 (1d) *23.94*Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.36*Do. Long Bridge to top of keel *10.24*Draught Moulded *24.25*Owners *✓*Managers *✓*

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

Residence *✓*Port of Registry *Newcastle*If surveyed while building, afloat, or in dry dock *while building*

REGISTERED DIMENSIONS.

Length *372.0*
Breadth *52.40*
Depth *25.25*

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.
AMES, Spacing amidships	28		Bracket Floors, Frame	<i>L 6 3 1/2 .34</i>	
" " from 1/2 length to Collision bulkhead	27		" " Reversed Frame	<i>L 6 3 .36</i>	
" " in peaks <i>Fore Peak 26</i>			" " Vertical Struts <i>Two 9x3x3x38</i>		
" " <i>After Peak 24</i>			Centre Girder, depth and thickness amidships	<i>40 .50</i>	
DE FRAMING.			" " top Angles	<i>6 6 .48</i>	
Frame Amidships, Angle <i>E</i>	<i>12 3 1/2 .50</i>		" " bottom Angles	<i>6 6 .54</i>	
" " Extends up to <i>Upper D</i>			Side Girders, No. each side and thickness	<i>One .36</i>	
Reversed Frame Amidships, Angle			Margin Plate depth (excl. of flange) and thickness	<i>34 .47</i>	
" " Extends up to			" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	<i>6 6 .44</i>	
Depth of Framing Girder	<i>12</i>		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	<i>6 6 .44</i>	
Frames in Uppermost Continuous 'tween Decks, Angle, <i>E</i> or <i>F</i>			" " Gussets, spacing and scantling abaft 1/2 len. from stem	<i>every frame</i>	
" " Second 'tween Decks, Angle, <i>E</i> or <i>F</i>			" " Gussets, spacing and scantling forward 1/2 len. from stem	<i>every frame</i>	
" " Third " " "			Tank Side Brackets, height above base line at toe of Frame and thickness	<i>66 3/4 .44</i>	
Framing in Peaks <i>Fore Peak 7 1/2 3 .37</i>			INNER BOTTOM PLATING.		
" " <i>After Peak 7 1/2 3 .32</i>			Breadth and thickness of Middle Line Strake	<i>53 1/2 .48</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>7/8 6 1/4 c 5c</i>		Thickness of remainder in Holds	<i>41 1/2 .36</i>	
State if Frame Joggled	<i>yes</i>		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?	<i>yes</i>	
NOTING ARRANGEMENTS (Sec. 7, state system and particulars)	<i>L 12x3 1/2x45 with 6x6x50 reverse L forming 13 1/2 girder</i>		BEAMS.		
Uppermost Continuous Deck, amidships			Uppermost Continuous Deck, amidships	<i>10 3 1/2 .47</i>	
" " in Wells, Angle, <i>E</i> or <i>F</i>			" " in way of Bridge, Angle, <i>E</i> or <i>F</i>	<i>10 3 1/2 .44</i>	
" " Through Plate or Intercoastal Plate			Spacing	<i>every frame</i>	
" " Foundation Plate on Floors			Second Deck, amidships, Angle, <i>E</i> or <i>F</i>		
" " Flat Plate Keel Angles			Spacing		
Side Keelsons, No. each side			Third Deck, amidships, Angle, <i>E</i> or <i>F</i>		
" " thickness of Intercoastal Plate			Spacing		
" " Angles			Fourth Deck, amidships, Angle, <i>E</i> or <i>F</i>		
Spacing			Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, <i>E</i> or <i>F</i>	<i>6 3 .32</i>	
Solid Floors, thickness and spacing	<i>37 every 3rd frame</i>		Spacing	<i>and as per plan every frame</i>	
" " Are Frame and Reversed Frame joggled?	<i>yes (the frames & hold floors are also cut as per midship section plan)</i>		Bridge Deck, Angle, <i>E</i> or <i>F</i>	<i>8 3 .32</i>	
Tank Top Plates joggled, <i>Not Reverse Frames</i>			Spacing	<i>and as per plan every frame</i>	
Bracket Floors, breadth and thickness at middle line	<i>38 .37</i>		Forecastle Deck, Angle, <i>E</i> or <i>F</i>	<i>7 3 .35</i>	
" " breadth and thickness at margin plate	<i>60 .37</i>		Spacing	<i>and as per plan every frame</i>	

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.
PILLARS, No. of Rows..... <i>One centre row</i>			Stringer Plate, breadth and thickness in way of Bridge		
<i>POOP 25 1/2" x 48" apart</i>			Thickness of Plating abreast Deck openings in way of Wells		
<i>BRIDGE 23 1/2" x 56" "</i>			Thickness of Plating abreast Deck openings in way of Bridge		
<i>FOCHI 25 1/2" x 52" "</i>			Thickness of Plating within line of openings...		
<i>in Holds Centre line bulkhead, pillars at hatch ends and at hatchways No. 2, 3, 4 there are pillars at hatchway ribs II 9 x 4 x 4 x 60.</i>			If Sheathed, material and thickness		
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing..... <i>P. 12 x 3 1/2" x 45" as per plan on every alternate frame</i>			Stringer Plate, breadth and thickness.....		
Plating, thickness of	<i>30</i>		If Plated, state thickness.....		
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells <i>as per Profile & Deck Plan</i>			If Plated, state thickness		
" " " " in way of Bridge <i>55 1/2" 37</i>			POOP Deck.		
" Angle in Wells	<i>6 6 64</i>		Stringer Plate, breadth and thickness	<i>37 34</i>	
Thickness of Plating abreast Deck openings in way of Wells	<i>62 16 52</i>		Plating, Sheathing, material and thickness	<i>30</i>	
Thickness of Plating abreast Deck openings in way of Bridge	<i>40</i>		Bridge Deck.		
Thickness of Plating within line of openings...	<i>39 16 32</i>		Stringer Plate, breadth and thickness.....	<i>54 49</i>	
If Sheathed, material and thickness			Plating, Sheathing, material and thickness	<i>46 16 36 not sheathed</i>	
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...			Stringer Plate, breadth and thickness.....	<i>36 1/2 34</i>	
			Plating, Sheathing, material and thickness	<i>33 not sheathed</i>	

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <i>no</i>		BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		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	<i>63³/₄</i>	<i>72</i>	<i>64</i>	<i>64</i>		<i>Double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Quad</i>	<i>7/8</i>	<i>3 1/8</i>	<i>Lapped</i>
„ DBLG. (if any) <i>✓</i>												
BOTTOM PLATING, No. of Strakes <i>3</i>	<i>82⁵/₈</i>	<i>57</i>	<i>46</i>	<i>47</i>		<i>Double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Triple</i>	<i>7/8</i>	<i>3 1/8</i>	<i>Lapped</i>
BILGE PLATING, No. of Strakes <i>1</i>	<i>81³/₄</i>	<i>57</i>	<i>46</i>	<i>50</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
SIDE PLATING, No. of Strakes <i>3</i>	<i>82⁵/₈</i>	<i>57</i>	<i>44</i>	<i>42</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
UPPER DECK, Sheer-strake in Wells.....	<i>50 1/2</i>	<i>65</i>	<i>in also profile and deck plan</i>			<i>"</i>	<i>1 7/8</i>	<i>"</i>	<i>Quad</i>	<i>1</i>	<i>"</i>	<i>"</i>
UPPER DECK, Sheer-strake in Bridge ...	<i>72³/₈</i>	<i>57</i>				<i>"</i>	<i>7/8</i>	<i>"</i>	<i>Triple</i>	<i>7/8</i>	<i>"</i>	<i>"</i>
STRAKE BELOW Sheer-strake in Wells.....	<i>50</i>	<i>60</i>	<i>in also profile and deck plan</i>			<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
STRAKE BELOW Sheer-strake in Bridge ...	<i>57</i>					<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
POOP SIDE PLATING				<i>37</i>		<i>Single</i>	<i>3/4</i>	<i>3</i>	<i>Single</i>	<i>3/4</i>	<i>"</i>	<i>"</i>
BRIDGE SIDE PLATING ...	<i>63</i>				<i>Increased for Bridge frames</i>	<i>Double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Triple</i>	<i>7/8</i>	<i>"</i>	<i>"</i>
FORECASTLE SIDE PLATING			<i>42</i>		<i>Or else, plan</i>	<i>Single</i>	<i>3/4</i>	<i>3</i>	<i>Single</i>	<i>3/4</i>	<i>"</i>	<i>"</i>

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*

FORGINGS and CASTINGS.

Casting or Forging. Scantlings. Maker's Name. Any departure from approved plans to be noted.

KEEL, Bar

STEM *Roller steel bar 9" x 2 1/16"*

STERN

FRAME

RUDDER—A x D.....

Speed of Vessel.....

RUDDER—A x D.....

double or single plate

coupling, vertical or horizontal.....

vertical

vertical

vertical

vertical

vertical

vertical

vertical

vertical

vertical

vertical

vertical

vertical

vertical

vertical

vertical

vertical

vertical

vertical

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)

Daria Colville & Smith *Dorman Long & Co. Ltd.* *James Dunlop & Co. Ltd.*

Cargo Fleet Iron Co. Ltd. *Steel Company of Scotland Ltd.* *Charrington & Co. Ltd.*

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

Register Foundation

EQUIPMENT No 31941										LETTER X				ANCHORS.			
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.		Description of Anchor.	Makers.	Where and when tested and Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.					
91779	1st Bower	56	1	14				46	4	2	21	56 1/4	Harpoon's Throat & Dudley Power	Nathan	14/5/30	Hg.	
91777	2nd "	56	1	0				46	3	0	14	56 1/4	"	"	"	"	
91778	3rd "	48	0	0				41	2	2	0	47 1/2	"	"	"	"	
	Collective weight.	160	2	14								160					
91814	Stream	15	0	17	4	0	2	16	14	1	14	15	Ordinary	"	"	7/5/30	

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.						
94463	135	2188	14	33	306	2	0												
90658	135	2188	14	33	306	2	0												
90661	"	"	"	"	33	3	23												
90662	"	"	"	"	34	0	18												
90663	"	"	"	"	34	0	7												
90665	"	"	"	"	34	2	4												
90666	"	"	"	"	34	0	17												
90667	"	"	"	"	34	3	7												
90668	"	"	"	"	34	7	25												
65253	14 7/8"	"	"	"	31	3	10												
66260	6 1/2"	"	"	"	2	2	14												
Iron Stream Chain or Steel Wire	90 4 1/2	39.2																	

Steering Gear, Steam *John Lynn 7 1/2" dia. with beam* Steering Gear, Hand *Reliving tackle*
Boats *Two life boats each 14' x 14'* Steering Chains, Size and Test *1 1/4" dia 18 1/2 Tons* Windlass *Common Walker 1"*
Ceiling in Holds, thickness and material *2 1/2" WW below hatches at 4' dia 00* Cargo Battens, thickness, material and spacing *2" WW, 6" apart.*
Cargo Hatchways. (Upper Deck) *of steel plates & angles* Thickness of Hatches *3" & 2 1/2"*
Size of No. 1 Hatchway (Forward) *29' x 3"* No. 2 *30' x 4"* No. 3 *28' x 0"* No. 4 *30' x 4"* No. 5 *28' x 0"* No. 6 *14' x 0"*
Number of Shifting Beams and/or Fore and Afters *N°1 four, N°2 four, N°3 five, N°4 four, N°5 four, N°6 two*

FOR THE BURNTISLAND SHIPBUILDING COMPANY LTD.
Builder's Signature *big ege* MANAGING DIRECTOR

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel ☒ (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo ☒ The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

This vessel has been built in accordance with the approved plans, and in general conformity with the Rules. The material and workmanship are good. The double bottom tanks, the fore & after beam tanks, the decks, the W.T. bulkheads, and the shaft tunnel have been tested in accordance with the Rule requirements, and the result of the tests were satisfactory. The W.T. doors & the hand pump have been seen in good working order. The shell plating to the stern frame is of Rule thickness. The foreboard marks have been cut upon the keel sides & verified. The following plans are forwarded herewith:- Midship Section; Profile & Deck; Stern Frame; Quarter; Quarter Quadrant & Teller; Alternate arrangement of Fore Hold Tank Bracket Connections, Pumping Arrangement. Also report on castings. This vessel has left for Newcastle, 24/2/35.

The amount of Entry Fee £ 8 : 0 : 0 Fees applied for, 20-2-1934.
Special Survey Fee.... £ 287 : 11 : 0 Received by me, 2-4-1935.
Foreboard Fee 15 0 0
Travelling Expenses, if any £ 3 : 18 : 10

I am of opinion the Vessel should be Classed **+ 100A1.**
Signature *Eran Edwards* Surveyor to Lloyd's Register of Shipping.

State whether the Vessel has been built under Special Survey *yes*
Certificate to be sent to *Lith* Date of issue *6/4/35*
Committee's Minute

Character assigned **+ 100A1** (on Nwc. 92369)
Lloyd's A.C.C. + Linc 335
wickes

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.)

under tow, at which Port the machinery & boilers are to be installed. To complete this survey there remains to be seen in working condition the steering engine and its connections, and the windlass, also to be examined the fidally earnings in way of the machinery & boiler spaces. To complete the preboard survey there remains to be examined the funnel & ventilator coamings on the fidally. The surveyors at Newcastle have been informed as to the above.

Sister Vessel, Spaldinggate Burntstowland SA 15-159.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	33-2-25	KH.	6111	15-1-29.
	2nd "	33-2-3	KH.	5995	30-11-28.
	3rd "	28-3-13	KH.	6426	14-5-29.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 48.08 ft., R.Q.D. — ft., Bridge 225.92 ft., Forecastle 31.0 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 D-Steel

Official No.

Signal Letters

Is bottom of Vessel coated with cement?

yes throughout

particulars of composition

~~current bottom coating, clean hard pellets - white over red lining.~~

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length.		Water Capacity.	Where Fitted.	Length.		Water Capacity.
	Feet.	Tons.			Feet.	Tons.	
Double bottom, aft, N ^o 5 & 6	114.33	350		Fore peak tank,	18.28	95	
Double bottom, under Engines and Boilers, N ^o 3 & 4	35.00	157		After peak tank,	22.00	141	
Double bottom, if under Engines only,				Deep tank, aft,			
Double bottom, if under Boilers only,				Deep tank, forward,			
Double bottom, forward, N ^o 1 & 2	168.00	609		Other tanks, if fitted,			
		1116		(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. 1188

Date

22/11/29

Dates of Surveys held while building

1929 November 29, Decem 3, 17, 28.
1930 Jan 7, 14, 21, 24, 30. — Feb 4, 6, 11, 18 21, 25.
Mar 4, 7, 11, 14, 21, 25. — April 1, 15, 25, May 2, 9, 13, 16, 20.
23, 27, 30. — June 6, 13, 24, July 8, 15. — 1933 July 27. Aug 1.
1934 Mar 21, Dec 11, 26, 28. — 1935 Jan 8, 11, 15, 22, 25, 29. Feb 1, 5, 8, 12, 15.

Total No. of Visits 54