

## STEEL STEAMER or MOTORSHIP.

Received at London Office 12 AUG 1927

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

*August 1927*

Port of

*Newcastle-on-Tyne*

No.

*81653*

Survey held at

*Wallsend-on-Tyne*

Date First Survey

*11 Mar 1926*

Last Survey

*4<sup>th</sup> August 1927.*

On the

*(State of Machinery fitted Aft and**M.Y.**"Port. Gisborne"*

State Type

*(Full Sailing, Complete Superstructure**Complete Superstructure with tonnage opening at afloat*

State Type of Erections

*Forecastle*

TONNAGE under

*7283.87*

CLASS

*\*100. A.1*

State if with freeboard

*Yes*

Built at

*Wallsend-on-Tyne*Do. 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

*475.5*

Breadth

*(greatest moulded)*

B

*63.0*

Depth

*at middle of length from top of keel to top*

D

*43.33*

1st Longitudinal Number (L x D)

*(475.5 x 43.33)**20603*

2nd Numeral L x (B + D)

*(475.5 x (63 + 43.33))**50559*

Framing Depth "d" at middle of length. See

*Sec. 3 (1d)**19.77*

Proportions—Depth to Length—Uppermost con-

*tinuous deck to top of keel**10.97*

Draught Moulded

*28.11*

Launched

*30<sup>th</sup> April 1927*

Yard No.

*1296*

Builders

*Swan Hunter & Wigham Richardson*

Owners

*Commonwealth & Dominion Line*

Managers

*" " " "*

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

Residence

*London*

Port of Registry

*London*

If 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.
<b>FRAMES, Spacing amidships</b>	38	—	<b>Bracket Floors, Frame</b>	8 3/4	—
" " from 1/2 length to Collision bulkhead	27	—	" " Reversed Frame	8 3/4	—
" " in peaks	24	—	" " Vertical Struts	8 3	—
<b>SIDE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>	47 1/4	—
<b>Frame Amidships, Angle, [ or F</b>	9 x 3 1/2 x 3 1/2	—	" " top Angles	3 1/2	—
" " Extends up to	Upper 2 <sup>nd</sup>	—	" " bottom Angles	5	—
<b>Reversed Frame Amidships, Angle</b>	4 3 1/2	—	<b>Side Girders, No. each side and thickness</b>	Two	—
" " Extends up to	Motor Room	—	<b>Margin Plate depth (excl. of flange) and</b>	4 3/4	—
" " " " " "	Motor Room	—	" " thickness	4 3/4	—
<b>Depth of Framing Girder (M.L. &amp; Hold)</b>	9	—	" " Vertical Angle to Tank side	6	—
<b>Frames in Uppermost Continuous Tween</b>			" " Bracket abaft 1 <sup>st</sup> len. from	6	—
" " Decks, Angle, [ or F	9	—	" " Vertical Angle to Tank side	6	—
" " Second Tween Decks, Angle, [ or F	9	—	" " Bracket forward 1 <sup>st</sup> len. from	6	—
" " Third " " " "	9	—	" " Gussets, spacing and scantling	19 R 7/8	—
<b>Framing in Peaks, Angle or [</b>	9 3 1/2	—	" " Gussets, spacing and scantling	19 R 7/8	—
<b>Diameter and Spacing of Rivets through</b>	7/8	—	<b>Tank Side Brackets, height above base line</b>	6 1/2	—
" " Frame and Shell Plating amid-	7/8	—	" " at toe of Frame and thickness	5 1/2	—
<b>State if Frame Joggled</b>	Joggled in peaks	—	<b>INNER BOTTOM PLATING.</b>		
<b>PANTING ARRANGEMENTS (Sec. 7), state</b>	Frames 10 x 10 x 10	—	<b>Breadth and thickness of Middle Line Strake</b>	5 1/2	—
" " system and particulars	Frames 10 x 10 x 10	—	<b>Thickness of remainder in Holds</b>	5 1/2	—
<b>STRENGTHENING OF BOTTOM FOR</b>			<b>Are Rule requirements complied with regarding</b>		
<b>WARD, State Particulars</b>	Three in intercostal stringers, as per plan	—	" " increases of scantlings in way of double		
<b>SINGLE BOTTOM.</b>			" " bottom in E. & B. space and framing in		
<b>Floors, Depth and thickness at mid-line in</b>			" " Bunkers and Boiler Room?		
" " Holds	30	—	<b>BEAMS.</b>		
" " Height of Brackets at side above			<b>Uppermost Continuous Deck, amidships</b>	8 x 3 1/2 x 3 1/2	—
" " base line at toe of frame			" " in Wells, Angle, [ or F	8 x 3 1/2 x 3 1/2	—
<b>Middle Line Keelson, on Floors, Angles,</b>			" " in way of Bridge, Angle, [ or F	8 x 3 1/2 x 3 1/2	—
" " " " " "			" " Spacing	Every frame	—
" " " " " "			<b>Second Deck, amidships, Angle, [ or F</b>	9 x 3 1/2 x 3 1/2	—
" " " " " "			" " Cargo Hatchways	9 x 3 1/2 x 3 1/2	—
" " " " " "			" " Spacing	Every frame	—
" " " " " "			<b>Third Deck, amidships, Angle, [ or F</b>	10 x 3 1/2 x 3 1/2	—
" " " " " "			" " Cargo Hatchways	10 x 3 1/2 x 3 1/2	—
" " " " " "			" " Spacing	Every frame	—
<b>Side Keelsons, No. each side</b>			<b>Fourth Deck, amidships, Angle, [ or F</b>		
" " thickness of Intercostal Plate			" " Spacing		
" " Angles			<b>Peep Deck, Angle, [ or F</b>		
<b>DOUBLE BOTTOM.</b>			" " Spacing		
<b>Solid Floors, thickness and spacing</b>			<b>Bridge Deck, Angle, [ or F</b>		
" " Are Frame and Reversed Frame			" " Spacing		
" " joggled?			<b>Forecastle Deck, Angle, [ or F</b>		
<b>Bracket Floors, breadth and thickness at</b>			" " Spacing		
" " Flanged middle line	36	—			
" " breadth and thickness at	24	—			
" " margin plate					

W187-01623



## PILLARS AND DECKS.

		INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.
<b>PILLARS, No. of Rows.....</b>	<i>Two Circular Electro welded at</i>				
"	<i>Upper</i> in between Decks, Size and Spacing.....	<i>7' x 30" - 9' x 40"</i>			
"	<i>Lower</i> " " " "	<i>9' x 42" - 15' x 60"</i>			
"	in Holds " " "	<i>13' x 64" - 23' x 76"</i>			
"	" " " "				
<b>Centre Line Bulkhead.</b>					
Stiffness and Spacing.....					
Plating, thickness of .....					
<b>STRINGERS AND DECKS.</b>					
<b>Uppermost Continuous Deck.</b>					
Stringer Plate, breadth and thickness in Wells		<i>68 1/2</i>	<i>71</i>		
" " " " in way of Bridge					
" Angle in Wells .....	<i>6</i>	<i>6</i>	<i>71</i>		
Thickness of Plating abreast Deck openings in way of Wells .....	<i>3</i>	<i>2 1/2</i>	<i>36</i>		
Thickness of Plating abreast Deck openings in way of Bridge .....		<i>57</i>	<i>36</i>		
Thickness of Plating within line of openings...		<i>44</i>	<i>38</i>		
If Sheathed, material and thickness .....	<i>P.P. 5" x 3"</i>				
	<i>at accommodation P.P. 5" x 2 1/2"</i>				
<b>Second Deck.</b>					
Stringer Plate, breadth and thickness in Wells...	<i>57</i>	<i>46</i>	<i>54 x 46</i>		
<b>Third Deck.</b>					
Stringer Plate, breadth and thickness .....	<i>53</i>	<i>40</i>			
If Plated, state thickness.....		<i>42</i>	<i>36</i>		
<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>36 1/2</i>	<i>38</i>			
Plating, Sheathing, material and thickness .....	<i>36</i>	<i>36</i>	<i>36</i>		

## SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? <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 .....	53	.97 ✓	.81 ✓	.81	53 x .92 - .81	Double	1"	$\frac{3}{8}$	Three	1"	$\frac{3}{8}$ "	Double Strapped.
At Duck Keel	"	1.09 ✓			—	"	$\frac{1}{8}$	$\frac{1}{4}$	Three	$\frac{1}{8}$	$\frac{1}{4}$ "	" " " "
" DBLG. (if any)												
BOTTOM PLATING, No. of Strakes <i>Four...</i>	72 80 80	.70 ✓ .70 ✓ .70	.55 ✓ .55 ✓ .65	.70 ✓ .70 ✓ .79	—	Double	$\frac{7}{8}$	$\frac{3}{10}$	Four $\frac{1}{2}$ L over .68	$\frac{7}{8}$	$\frac{3}{8}$ "	Lapped
BILGE PLATING, No. of Strakes <i>None...</i>	77½	.70	.55	.70	—	"	"	"	"	"	"	"
SIDE PLATING, No. of Strakes <i>Four...</i>	75	.68	.51	.68 & .51	—	Double	$\frac{7}{8}$	$\frac{3}{10}$	Three, 7 L	"	$\frac{3}{8}$ "	"
UPPER DECK, Sheer-strake in Wells.....	75	.80	.75	.52	—	Upper Edges of 7. 3. H. - between feet bulkheads			Four $\frac{1}{2}$ L over .68	1	$\frac{1}{4}$ "	"
UPPER DECK, Sheer-strake in Bridge ...												
STRAKE BELOW Sheer-strake in Wells.....	75	.75	.51	.51	—	Double	1	$\frac{3}{8}$	Four $\frac{1}{2}$ L over .68	1	$\frac{1}{4}$ "	"
STRAKE BELOW Sheer-strake in Bridge ...												
POOP SIDE PLATING .....												
BARGE SIDE PLATING ...												
FOREC'TLE SIDE PLATING			.44		—	Single	$\frac{7}{8}$	$\frac{3}{8}$	Two	$\frac{7}{8}$	$\frac{3}{8}$ "	Lapped

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	<i>Eight.</i>
Extending to Upper Deck (Sec. 3 c).....	<i>One.</i>
,, Deck next below.....	<i>Seven.</i>
As per Rule.....	<i>Eight.</i>

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar</b> .....	Flat Plate Keel			
<b>STEM</b> .....	Forged	11 1/2 x 3	Darlington Forge Co. Ltd.	—
<b>STERN FRAME</b> {	Propeller Post .....	Brackets, Cast Steel as per plan.	Stahlwerks Krieger, Dusseldorf	—
	Rudder "Post" .....	D° D° D°	D°	—
<b>RUDDER—A x D</b> .....	177 x	4.745 = 839.8		
<b>Speed of Vessel</b> .....		13 7/8 knots.		
<b>RUDDER</b> mainpiece at head ...		13 3/4 x 16 1/2	Henschel & Son, Harbinger, Germany	—
" " heel ...		10"		
" " how constructed .....		Forged & built.		
" " double or single plate coupling, vertical or horizontal .....		1.02 3.5 x 3 1/2		

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
<i>Remainder of Bulkheads as per approved plans.</i>						
<i>No. 107</i>						
<b>MIDSHIP BULKHD.</b>	Upper tween-decks					
"	Second "	.28 .29	C. 2 5 1/2 x 3 x 36 5 1/2 x 2 x 40	30 32	-	-
"	Third "					
"	Holds <i>No. 107</i> .....	.32 1/4"	11 x 35 x 35 11 x 32 x 35	43 6/8 50	20 38	-
<b>COLLISION</b>	(in Hold) <i>No. 177</i>	3/4 5/16	7 x 3 x 40 6 x 2 x 36 5 1/2 x 3 x 30	24 24	3 8 Semi box 24 x 36	
<b>AFTER PEAK</b>	"	3/4 1/4"	5 1/2 x 3 1/2 x 48 5 1/2 x 3 x 36	24 24	Face 6 x 8 x 32 Tunnel Flab	

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Cargo Fleet. Bolckow Vaughan. Consett. South Durham. Dorman Long. Skinningrove.

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



EQUIPMENT No. 51521 /										LETTER e f		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.			
28796	1st Bower ...	85	3	—	Stockless	61	10	—	—	—	—	86½	Byers Improved	Not stated	J. P. H. S. 28.2.27.
29797	2nd " ...	85	2	21	D°	"	"	"	"	"	"	85½	" " " Stockless	" "	" " " J. H. Butler
29798	3rd " ...	85	2	—	D°	"	"	"	"	"	"	85½	" " " "	" "	" " " 26.2.27. "
	Collective weight.	256	3	21	/	✓	1					256½	W. H. V.		
59907	Stream .....	25	2	21	6	1	21	24	17	0	21	26	Rodgers'	Earl of Dudley	J. P. H. T. 11.1.27.

CHAIN CABLES.										HAWSEERS AND WARPS. <i>n.a. Drysdale.</i>								
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.	Ins.		Length.	Ins.	Length.
	Fathoms.	Ins.	Tons.	Tons.	Owts. qrs. lbs.	Owts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
61317	300 <sup>1</sup>	2 <sup>7</sup> / <sub>8</sub>	110 <sup>10</sup>	1638 <sup>3</sup>	992-2-12.	989.	300	2 <sup>7</sup> / <sub>8</sub>	Spud Link.	Earl of Dudley J.P.H.T. 23-2-27. R.O.N.S.	<i>n.a. Drysdale.</i>	TOWLINE...	130	6	89 <sup>1</sup> / <sub>2</sub>	130	6	
												HAWSEERS & WARPS	4-110	3 <sup>1</sup> / <sub>2</sub>	26	4-100	2 <sup>3</sup> / <sub>4</sub>	
See Stream Cable or Steel Wire	120	Cir.	80	-	-	-	120	6 <sup>1</sup> / <sub>2</sub>	-	-	-	"						
		6 <sup>1</sup> / <sub>2</sub>										British Rope Co. L <sup>d</sup> .						

Steering Gear, Steam Electric Hydraulic (Double Ram) Thos. & C. S. Steering Gear, Hand None.

Boats 4 Lifeboats = 28'0" Steering Chains, Size and Test None Windlass Electric J.H. Wilson & Co. Birkenhead.

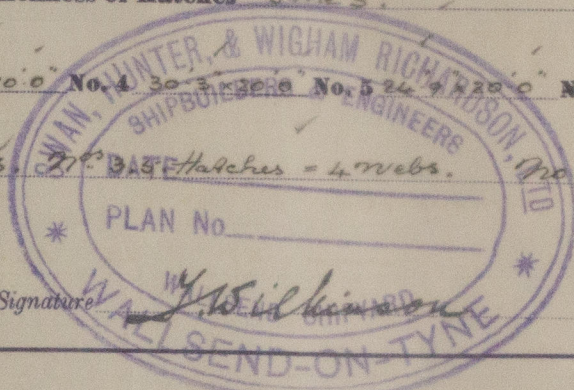
Ceiling in Holds, thickness and material 7" 1.2.4. Insulated Cargo Battens, thickness, material and spacing 7" 1.2.4. Holds & Lower D. (Lower) 7" 3/4. Pure 2½. 7" 3/4. Lower D. = Vertical 6"x2". Two battens in each frame. 7" 5" = Ditto 4" 1/2 6"x2" spaced 9" apart.

Cargo Hatchways. (Upper Deck) Usual construction: plates & bars Thickness of Hatches 3".

Size of No. 1 Hatchway (Forward) 29'3"x20'0" No. 2 30'3"x20'0" No. 3 24'9"x20'0" No. 4 30'3"x20'0" No. 5 24'9"x20'0" No. 6 Tonnage Opening 5'6"x20'0".

Number of Shifting Beams and/or Fore and Afters 7" 1.2.4. Hatches = 5 webs. 7" 3/4. Hatches = 4 webs. No fore & afters.

Builder's Signature



**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 materials & workmanship are good. The weather decks, bulkheads, funnels, W.I. Doors, Meat Port Doors, Cargo Doors in Upper Tween Decks & the 2<sup>nd</sup> & 3<sup>rd</sup> Decks in the insulated holds were all tested & found satisfactory. The double bottom tanks, the double bottom coffer dams, the oil drain tanks, the oil fuel bunkers & the after peak tank & duct keel were all tested as required by the Rules & found in good order. The fore peak was filled with water to L.W.L. & found satisfactory. The freeboard assigned in the Secretary's Letter dated 17<sup>th</sup> May 1927 has been duly marked, verified & cut in on the vessel's side. Newcastle Report No 81347. The hand pump to the fore peak & the W.I. doors were tested & found in good order. The requirements of Section 36 of the Rules for the carriage of oil fuel in the bunkers & certain of the double bottom tanks have been carried out.

The amount of Entry Fee ..... £ 11 : 0 : 0 Fees applied for, 11 AUG. 1927  
Special Survey Fee .... £ 405 : 14 : 0 Received by me, 12-8-27  
Freeboard 12 16 8  
Travelling Expenses, if any £ : :  
State whether the Vessel has been built under Special Survey yes.  
Signature Thomas S. Skute  
Surveyor to Lloyd's Register of Shipping.  
Certificate to be sent to Newcastle-on-Tyne Date of issue 15/8/27

Committee's Minute TUES. 16 AUG 1927  
Character assigned + 100 A1. With Freeboard

Lloyd's A.C.P. + L.M.C. 8.27 C.L.  
Oil Engines L.B. 100hp.  
W.H.

W1137 - 0162 21/2



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.)

No. 1274. Holds & Lower Tween D<sup>ts</sup> have been insulated for the carriage of Refrigerated Cargo.  
The vessel is fitted with a duct keel between Nos 82 & 139 frames.  
The approved plans (21 in number) are enclosed.  
This is a duplicate vessel of the Twin S<sup>o</sup> M. V. "Port Huen" No 1293. By the same Builders.  
Newcastle Report No. 81455.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	C. 2. 63 46.2.2.	with pins C. 2. 63. 51.1.14.	No 519.	M. Robertson	10.12.26
	2nd "	46.2.0.	51.1.21.	" 524.	"	8.12.26
	3rd "	46.2.10.	51.2.0.	525.	"	" "

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 *Complete Shelter D<sup>ts</sup> with foremast opening at aft end 5'6" x 20'6"*

No. and Material of Decks (this information is to be given as it should appear in the Register Book) *2 D<sup>ts</sup> (S<sup>th</sup>) & Shelter Deck (S<sup>th</sup> M.S.)*  
*Cruiser Stern. Duct Keel forward of machinery space = 156'9".*  
Official No. *149874*; Signal Letters *is* bottom of Vessel coated with cement *2 1/2" (2 1/2") 4.5. Holders (D.B.)*  
Particulars of composition *Oil Fuel D.B. No. 3. 3(A) = Nil. Motor Room D.B. Tanks (oil or water Ballast) = Nil.*  
*all Belges fore & aft = Bismarck Enamel.*

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	°Length. Feet.	Water Capacity. Tons.	Where Fitted.	°Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	118'3"	294	Fore peak tank,	—	—
Double bottom, under Engines and Boilers,	60'6"	410.	After peak tank,	—	104
Double bottom, if under Engines only,	223'9"	865	Deep tank, aft,	13'9"	738
Double bottom, if under Boilers only,	Total capacity of double bottom	1569	Deep tank, forward, <i>O.F. Cross Bunkers. (No 85-90)</i>		
Double bottom, forward,			Other tanks, if fitted,		
			(If necessary, furnish further information by sketch.)		

\* The wells are not to be included in the lengths of the tanks.  
↓ 02-6 //

Order for Special Survey No. *5172*

Date *23.4.26*

Dates of Surveys held while building

1926  
Mar. 11. 22. Apr. 7. 13. 15. 22. 25. May. 12. 17. 26. 31. Jun. 9. 11. 15. 17. 18. Jul. 1. 5. 7. 9. 12. 1927  
Aug. 4. 6. 10. 13. 27. Sep. 2. 17. 27. Oct. 14. 25. Nov. 26. Dec. 23. 24. Jan. 14. 20. 25. Feb. 8. 11. 14. 1928  
10. 14. 17. 22. 28. 28. 30. Apr. 4. 7. 8. 12. 14. 21. 22. 25. 26. 27. 28. 29. 30. May. 5. 10. 13. 16. 23. 26. 30. 1929  
Jun. 2. 9. 14. 17. 28. Jul. 8. 11. 18. 19. 26. 28. Aug. 2. 4. Total No. of Visits 82