

## STEEL STEAMER or MOTORSHIP.

Received at London Office 25 AUG 1936

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 24 August 1936 Port of Sunderland

No. 31892

Survey held at Sunderland

Date First Survey 9 Dec. 1935 Last Survey 22 August 1936

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

55 ST. MARGARET Single Screw

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

Complete Superstructure with Tonnage Opening

State Type of Erections C.S.S.

TONNAGE under Tonnage Deck... 3825

CLASS +100 A.I.

State if with freeboard as condition of Class *yes*

Built at Sunderland

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 389'-0"

Launched 21 May 1936 Yard No. 574

Total

Breadth (greatest moulded) B 55'-8 1/2"

Builders Messrs J. L. Thompson &amp; Sons Ltd.

Gross Tonnage 4312

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 33'-4"

Owners St. Quentin Shipping Co.

Register Tonnage 2604

1st Longitudinal Number (L x D) = 12965

Managers *✓*

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

2nd Numeral L x (B + D) = 34636

Residence *✓*

## REGISTERED DIMENSIONS.

FEET.

Length 399'-0"

Framing Depth "d," at middle of length. See Sec. 3 (1d) 22

Breadth 56'-0"

Proportions—Depth to Length—Uppermost continuous deck to top of keel 11.5 *✓*

Depth 22'-35"

Do. Long Bridge to top of keel *✓*Draught Moulded 23'-2" *✓*

Port of Registry NEWPORT.

If surveyed while building, afloat, or in dry dock *✓*

## 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	30 <i>✓</i>		Bracket Floors, Frame	<i>✓</i>	
" " from 3/4 length to Collision bulkhead	27 <i>✓</i>		" " Reversed Frame	<i>✓</i>	
" " in peaks	F.P. 21 A.P. 24		" " Vertical Struts	<i>✓</i>	<i>✓</i>
FRAMING.			Centre Girder, depth and thickness amidships	41 1/2 52 <i>✓</i>	
Frame Amidships, Angle, <i>✓</i> or <i>✗</i> <i>NBS</i>	12 x 3 1/2 x 3 1/2 43 <i>✓</i>		" " top Angles	3 1/2 x 3 1/2 46 <i>✓</i>	
" " Extends up to	2nd DECK <i>✓</i>		" " bottom Angles	4 x 4 50 <i>✓</i>	
Reversed Frame Amidships, Angle	<i>✓</i>		Side Girders, No. each side and thickness	<i>✓</i>	
" " Extends up to	<i>✓</i>		Margin Plate depth (excl. of flange) and thickness	36 50 <i>✓</i>	
Depth of Framing Girder	12 <i>✓</i>		" " Vertical Angle to Tank side	6 x 3 1/2 42 <i>✓</i>	
Frames in Uppermost Continuous 'tween Decks, Angle, <i>✓</i> or <i>✗</i>	7 x 3 1/2 x 34 alt. <i>✓</i>		" " Bracket abaft 1/4 len. from stem	6 x 6 42 <i>✓</i>	
" " Second 'tween Decks, Angle, <i>✓</i> or <i>✗</i>	<i>✓</i>		" " Vertical Angle to Tank side	6 x 6 42 <i>✓</i>	
" " Third " " "	<i>✓</i>		" " Bracket forward 1/4 len. from stem	13 x 40 with 2 fl. continuous <i>✓</i>	
Framing in Peaks, Angle or <i>✓</i>	F.P. 7 x 3 1/2 x 38 <i>✓</i>		" " Gussets, spacing and scantling abaft 1/4 len. from stem	18 x 40 " " " <i>✓</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 (3 3/4) <i>✓</i>		" " Gussets, spacing and scantling forward 1/4 len. from stem	41 1/2 41 <i>✓</i>	
State if Frame Joggled	<i>yes</i>		Tank Side Brackets, height above base line at toe of Frame and thickness		
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	In Peak 3 stringers 35 x 34 Beams 9 x 3 1/2 x 44 89. In Hold Side shell 10 thickness 3 fac 12 x 10 x 3 1/2 x 44 89. Frames 12 x 3 1/2 x 3 1/2 57/60 cl. 4 girders each side. Frame batten 5 x 5 x 42. Bottom shell 62/64 1/2 to collision bulkhead.		INNER BOTTOM PLATING.		
STRENGTHENING OF BOTTOM FORWARD. State Particulars			Breadth and thickness of Middle Line Strake	53 50 51 1/2 <i>✓</i>	
DOUBLE BOTTOM.			Thickness of remainder in Holds	40 <i>✓</i>	
Keelsons, Depth and thickness at mid-line in Holds	<i>✓</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> <i>✓</i>	
Height of Brackets at side above base line at toe of frame	<i>✓</i>		BEAMS.		
Middle Line Keelson, on Floors, Angles, <i>✓</i> or <i>✗</i>	<i>✓</i>		Uppermost Continuous Deck, amidships	<i>✓</i>	
" " Through Plate or Intercoastal Plate	<i>✓</i>		" " in Wells, Angle, <i>✓</i> or <i>✗</i>	<i>✓</i>	
" " Foundation Plate on Floors	<i>✓</i>		" " in way of Bridge, Angle, <i>✓</i> or <i>✗</i>	<i>✓</i>	
" " Flat Plate Keel Angles	<i>✓</i>		Spacing	<i>✓</i>	
Keelsons, No. each side	<i>✓</i>		Second Deck, amidships, Angle, <i>✓</i> or <i>✗</i>	<i>✓</i>	
" " thickness of Intercoastal Plate	<i>✓</i>		Spacing	<i>✓</i>	
" " Angles	<i>✓</i>		Third Deck, amidships, Angle, <i>✓</i> or <i>✗</i>	<i>✓</i>	
DOUBLE BOTTOM, framed longitudinally			Spacing	<i>✓</i>	
Solid Floors, thickness and spacing	42 10 46 <i>✓</i>		Fourth Deck, amidships, Angle, <i>✓</i> or <i>✗</i>	<i>✓</i>	
" " Are Frame and Reversed Frame joggled?	<i>yes</i> <i>✓</i>		Spacing	<i>✓</i>	
Bracket Floors, breadth and thickness at middle line	<i>✓</i>		Poop Deck, Angle, <i>✓</i> or <i>✗</i>	<i>✓</i>	
" " breadth and thickness at margin plate	<i>✓</i>		Spacing	<i>✓</i>	
			Bridge Deck, Angle, <i>✓</i> or <i>✗</i>	<i>✓</i>	
			Spacing	<i>✓</i>	
			Forecastle Deck, Angle, <i>✓</i> or <i>✗</i>	<i>✓</i>	
			Spacing	<i>✓</i>	



PILLARS AND DECKS.			Any Departure from Approved Plans to be Noted.	
	INCHES IN SHIP.		INCHES IN SHIP.	
<b>PILLARS</b> , No. of Rows.....	✓			
" in 'tween Decks, Size and Spacing .....	✓			
" " " " " " .....	✓			
" " " " " " .....	✓			
" in Holds " " .....	✓			
" " " " " " .....	✓			
<b>Centre Line Bulkhead.</b>				
Stiffeners and Spacing.....	10 = 3 1/2" x 438A. + as aff'd			
	5' 0" apart.			
Plating, thickness of .....	30 (holds)			
<b>STRINGERS AND DECKS.</b>				
<b>Uppermost Continuous Deck.</b>				
Stringer Plate, breadth and thickness in Wells.....	6 1/2" 54-42			
" " " " " in way of Bridge.....	✓			
" " " " " Angle in Wells.....	6 x 6 x 58			
Thickness of Plating abreast Deck openings) in way of Wells.....	49 ✓			
Thickness of Plating abreast Deck openings) in way of Bridge.....	40 ✓			
Thickness of Plating within line of openings.....	38-33			
If Sheathed, material and thickness .....	✓			
<b>Second Deck.</b>				
Stringer Plate, breadth and thickness in Wells.....	70 1/2" 44-34			
Stringer Plate, breadth and thickness in way of Bridge.....				
Thickness of Plating abreast Deck openings) in way of Wells.....				
Thickness of Plating abreast Deck openings) in way of Bridge.....				
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.....				
Plating, Sheathing, material and thickness ..				

[illegible]

**Total No. of W.T. BULKHEADS in Vessel—**

Extending to Upper Deck (Sec. 3 c)

Deck next below.

As per Rule

		Plating Thickness.	VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks		✓				
"	" Second "	✓				
"	" Third "	✓				
"	" Holds .....		37"-26"	10 x 3½" x 40 ft.	30"	✓
COLLISION	" (in Hold) .....		58"-32"	10 x 3½" x 45 ft.	26"	Ch. Lr. Plating thru keelson & stringers
AFTER PEAK	" " .....		47"-30"	7 x 3 x 33 ft.	24"	

	Casting or Forging.	Scantlings.	Maker's Name.
KEEL, Bar .....	<i>rolled steel</i>	<i>9x2 1/2"</i>	<i>Lanark Steel</i>
STEM .....	<i>cast steel</i>	<i>9x2 1/2"</i>	<i>Lanark Steel</i>
STERN FRAME { Propeller Post .....	<i>cast steel</i>	<i>15x15"</i>	<i>Lanark Steel</i>
{ Rudder .....	<i>cast steel</i>	<i>16x16"</i>	<i>Lanark Steel</i>
Speed of Vessel .....		<i>10 1/4 knots</i>	
RUDDER-Type .....			
" A x D .....		<i>329"</i>	
" Diam. of head .....		<i>8 1/4"</i>	
" Mainpiece at top pintle .....		<i>11 3/4"</i>	
" " heel .....		<i>8 3/4"</i>	
" how constructed .....		<i>all welded, H.</i>	
" double <del>or</del> single plate .....		<i>46"</i>	
" coupling, vertical or .....		<i>horizontal</i>	
" horizontal .....			

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Open Bessemer*  
*Barnett South Lusk, Lorman Long, Shinningrose, Colville, Cogo West.*

Has the Steel been tested as required by the Rules?

ANCHORS.

FRAMING.	AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.		Rivets in Brackets to Bulkheads.	
	In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Diam.	Speng.	Inches.	Number.	Diameter.	
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.			Inches.	
L, L or C .....	✓																	
Bridge 'tween Decks ...	✓																	
Uppermost Continuous No. 1	✓																	
" 2	✓																	
" 3	✓																	
" 4	✓																	
" 5	✓																	
" 6	✓																	
" 7	✓																	
" 8	✓																	
" 9	✓																	
" 10	✓																	
" 11	✓																	
" 12	✓																	
" 13	✓																	
" 14	✓																	
" 15	✓																	
" 16	✓																	
} Amidships .....	✓																	
} At Ends .....	✓																	
Tank Top Longitudinals	$\frac{5}{2} \times 3 \times .34$						<i>Transverse floor at ends as app'd</i>						$\frac{3}{4}$	$\frac{5}{16}$	$\frac{1}{2}$	<i>b rivet each side of bulkhead</i>	$\frac{1}{2}$	$\frac{1}{2}$
Bottom "	$6 \times 3\frac{1}{2} \times .34$						<i>do.</i>						$\frac{7}{8}$	$\frac{1}{8}$	$\frac{1}{2}$	" " " " "	" " " " "	$\frac{5}{16}$
Longitudinals { Amidships	30						$\frac{1}{2} \text{ } 4' - 6'$											
{ At Ends...	30						<i>unsupported span.</i>											
Transverses.													Rivets in Lugs to Shell Diam. Speng.					
Depth and Thickness	✓																	
Face Angles .....	✓																	
Lugs to Shell*	✓																	
Depth and Thickness	✓																	
Face Angles .....	✓																	
Lugs to Shell*	✓																	
Depth and Thickness	✓																	
Face Angles .....	✓																	
Lugs to Shell*	✓																	
" , Back Bars ...	✓																	
Brackets .....	✓																	
Reverse Frames .....	✓																	
Fogled or liners.																		
Bridge Deck ...	✓												Spacing.					
Upper "	$\frac{5}{2} \times 3 \times .34$						<i>Transverse at ends as app'd</i>						33"					

The particulars of framing in peaks (if ordinary), Floors, Centre Girders, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.

W116-0170<sup>3/3</sup>

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*Bank*  
Lloyd's Register  
Foundation



EQUIPMENT No													LETTER	ANCHORS.			
y Departure from proved Plans to be Noted.	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.					
	35836	1st Bower ...	64	0	21	✓			50	12	2	0	63 3/4	Bye Improved Stock	W.L. Bye	Sld. 15/4/36 J.H. Butler	
	35861	2nd " ...	63	3	0	✓			50	7	2	0	63 3/4	do	do	" 27/4/36 "	
	35796	3rd " ...	54	2	21	✓			45	4	1	14	54 1/2	do	do	" 18/3/36 "	
		Collective weight.											182				
	49221	Stream .....	17	2	6	✓	4	2	0	18	12	2	0	17 1/2	Forged steel anchor	✓	Cradley Heath 5/5/36 L.C. Paul
CHAIN CABLES.																	

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.						
38042	270 1 1/2	94 1/2	13	2	0	543 2 1/4	682 1/4	270 2 1/4	Jayco Steel 5 Taylors Son's	hetherton 26/4/36 R.A. Kelly	120 5	52.8	120 5						
							ordinary cable												
							5 1/2 for 1 1/2												
	90 4 3/4	470						90 4 3/4											

Steering Gear, Steam	John Lynn & Co. Ltd	Steering Gear, Hand	Auxiliary Block & Tackle
Boats	2 - 27'-0" lifeboats	Steering Chains, Size and Test	Selemotor Gear
Winding in Holds, thickness and material	2 1/2 W.P. under latches	Cargo Battens, thickness, material and spacing	Windlass Emerson Walker
Cargo Hatchways.-(Upper Deck)	Steel plates and angles "Reith" Patent	Thickness of Hatches	6x2 W.P. spaced 9"
No. of No. 1 Hatchway (Forward)	27'-0" 25'-0"	No. 2	25'-0" 25'-0"
No. 3	25'-0" 25'-0"	No. 4	12'-0" 25'-0"
No. 5	25'-0" 25'-0"	No. 6	25'-0" 25'-0"
No. 7	27'-6" 25'-0"	No. 8	27'-6" 25'-0"
Number of Shifting Beams and/or Fore and Afters	1 at No. 4, 4 at remainder of latches.		
Builder's Signature			
R. C. Thompson			

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel Managing Director *Yes*  
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *No.* The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

Fuel oil carried in Nos. 1, 2, 3, 5 & 6 double bottom tanks.

The vessel has been built in accordance with the approved plans, the Secretary's letter, and the Society's Rules.

The material and workmanship are good.

The freeboard marks have been verified and cut in on the vessel's sides.

The double bottom tanks, fore and after peaks, have been tested in accordance with the Rules.

The decks, bulkheads, tunnel, Land pump, and watertight door have been tested and found good.

The windlass and steering gear have been tried under working conditions.

The auxiliary steering gear has been rigged and worked.

The following forging certificates are enclosed:— Stern Frame, Rudder, Rudder Arms, Stem Piece, Quadrant and Liller.

Amount of Entry Fee	£ 8	Fees applied for,	21 Aug 1936	(Special notations, where part of class, to be stated.)
Special Survey Fee	£290	Received by me,	29.8.36	
Freeboard	£15			
Travelling Expenses, if any	£			
Whether the Vessel has been built under Special Survey	Yes	I am of opinion the Vessel should be Classed	+100A1 with freeboard	
Certificate to be sent to	SUNDERLAND	Signature	W. S. Miller	Surveyor to Lloyd's Register of Shipping.
Date of issue	31/8/36			

Committee's Minute	FRI. 28 AUG 1936
Character assigned	+100A1 With freeboard
White St	Lloyd's a.v.c.p. + L.M.C. 8.36
" Nuff	Rudder electrically welded 32" CL
	Fitted for oil fuel 8.36
	J.P. at 150 3/2019



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.)

Sister Ship SS. "ST. HELENA" No. 573 Sld. Report 31859

Vessel placed in dry-dock, bottom and rudder cleaned, examined, and coated.

Plans of Midship Section, Profile, and Decks as built, were forwarded with the report for the sister ship "St. Helena".

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

Longitudinal framing at bottom and decks  
Crossed Stern  
Rudder electrically welded.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	Including Pin	41.0.14	J.D.	958	31/12/35
	1st Bower				
	2nd "	41.1.14	J.D.	995	12/2/36
	3rd "	34.1.0	J.D.	925	28/11/35.

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 or Forecastle are joined to the B.D., this should be distinctly stated

No. and Material of Decks 1 Deck (steel) and Shelter Deck (steel)

Official No. 162141 ; Signal Letters Is bottom of vessel coated with cement

particulars of composition Cement in way of Feed Tank and in peaks

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	140.0	339	Fore peak tank,	21.0	13
Double bottom, under Engines and Boilers,	35.0	142	After peak tank,	18.0	10
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,	164.0	525	Deep tank, forward,		
Double bottom, forward,	Total capacity of double bottom	1006	Other tanks, if fitted,		

\* The wells are not to be included in the lengths of the tanks (See Circular No. 1284).

Order for Special Survey No. 5793

Date 25. 11. 35

Dates of Surveys held while building

1935. Dec. 9, 17, 23, 30. 1936. Jan. 6, 10, 18, 23, 24, 29, 30. Feb. 5, 7, 10, 11, 13, 14, 17, 18, 20, 21, 22, 23, 24, 25, 27, 30. Apr. 2, 3, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30. May 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30. June 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30. July 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30. Aug. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30. Sept. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30. Oct. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30. Nov. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30. Dec. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30.

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Total No. of Visits