

## STEEL STEAMER or MOTORSHIP.

Received at London Office... 17 MAY 1930

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 2<sup>nd</sup> MAY 1930.Port of GREENOCK.

No. 19185

Survey held at GREENOCK.Date First Survey 16<sup>th</sup> OCTOBER, 1929.Last Survey 30<sup>th</sup> APRIL,

1930.

On the S.S. "DALFRAM"State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) COMPLETE SUPERSTRUCTURE WITH TONNAGE OPENINGS State Type of Erections NONE.

TONNAGE under Tonnage Deck... 4247.13.

CLASS 100 A.1.State if with freeboard as condition of Class YES.Built at GREENOCK.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 405.0.

FEET.

Launched 2<sup>nd</sup> APRIL 1930. Yard No. 546.

Total 4247.13.

Breadth (greatest moulded) B 53.83.Builders SCOTT'S S. B. & E. CO. LTD.

Gross Tonnage 4557.54.

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) 38.0.

D 38.25

Owners THE UNITED STEAM NAV. CO. LTD.

Register Tonnage 2821.02.

1st Longitudinal Number (L x D) = 14276Managers CAMPBELL BROS AND CO.

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

REGISTERED DIMENSIONS.  
FEET.

Length 406.5

Breadth 54.1

Depth 24.8

Framing Depth "d," at middle of length. See Sec. 3 (1d) 23.91.Proportions—Depth to Length—Uppermost continuous deck to top of keel 11.57.Do. Long Bridge to top of keel ✓Draught Moulded 24.0 1/2 YES.Residence NEWCASTLE ON TYNE.Port of Registry NEWCASTLE.If surveyed while building, afloat, AND 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.
<b>FRAMES, Spacing amidships</b>	30.		<b>Bracket Floors, Frame</b> <u>BULB. ANGLE.</u>	6 3 1/2 36	
" " from 3/4 length to Collision bulkhead	27.		" " Reversed Frame	6 3 36	
" " in peaks	24.		" " Vertical Struts <u>TWO CHANNELS.</u>	10 3 1/2 3 1/2 42	
<b>SIDE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>	43	55
Frame Amidships, Angle, E or F	12 3 1/2 51.		" " top Angles	3 1/2 3 1/2 43.	
" " Extends up to	2 <sup>nd</sup> DECK.		" " bottom Angles	4 4 59.	
Reversed Frame Amidships, Angle	B. 9. FRAMING.		<b>Side Girders, No. each side and thickness</b>	ONE.	41.
" " Extends up to	✓		<b>Margin Plate</b> depth (excl. of flange) and thickness	37 1/2	53.
Depth of Framing Girder	12.		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	5 5 47.	
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	6 1/2 3 1/2 42.		" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	5 5 47.	
" " Second 'tween Decks, Angle, E or F			" " Gussets, spacing and scantling abaft 1/4 len. from stem	ON EVERY FRAME. 50.	
" " Third " " " "			" " Gussets, spacing and scantling forward 1/4 len. from stem		
Framing in Peaks, Angle or F	7 3 48.		<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	78.	47.
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8. 5 3/4.		<b>INNER BOTTOM PLATING.</b>		
State if Frame Joggled	YES.		Breadth and thickness of Middle Line Strake	64	51.
<b>PANTING ARRANGEMENTS</b> (Sec. 7), state system and particulars	3 WEBS. 29 1/2 x 50 3 STR. 29 1/2 x 34 7 AS. APP. PLAN.		Thickness of remainder in Holds		43.
<b>STRENGTHENING OF BOTTOM FORWARD.</b> State Particulars	EXTRA INTERCOSTALS. DOUBLE RIVETED FRAMES 7 AS. APP. PLAN.		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.	
<b>SINGLE BOTTOM.</b>			<b>BEAMS.</b>		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle, E or F	7 3 36.	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, E or F		
Middle Line Keelson, on Floors, Angles, E or F			Spacing	ON EVERY FRAME.	
" " Through Plate or Intercostal Plate			<b>Second Deck, amidships, Angle, E or F</b>	7 3 47.	
" " Foundation Plate on Floors			Spacing	ON EVERY FRAME.	
" " Flat Plate Keel Angles			<b>Third Deck, amidships, Angle, E or F</b>		
Side Keelsons, No. each side			Spacing		
" " thickness of Intercostal Plate			<b>Fourth Deck, amidships, Angle, E or F</b>		
" " Angles			Spacing		
<b>DOUBLE BOTTOM.</b>			<b>Poop Deck, Angle, E or F</b>		
Solid Floors, thickness and spacing	41. EVERY 30"		Spacing		
" " Are Frame and Reversed Frame joggled?	YES.		<b>Bridge Deck, Angle, E or F</b>		
Bracket Floors, breadth and thickness at middle line	32 1/2 41.		Spacing		
" " breadth and thickness at margin plate	32 1/2 41.		<b>Forecastle Deck, Angle, E or F</b>		
			Spacing		

# PILLARS AND DECKS.

PILLARS, No. of Rows. <i>Two WITH CENTRE LINE SHD IN HOLDS.</i>	INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.
in 'tween Decks, Size and Spacing <i>97 CENTRE LINE 22' 60'</i>									
" " " " " <i>AND WIDE SPACED.</i>									
" in Holds " " <i>PILLARS AS PER.</i>									
" " " " " <i>APP PLAN.</i>									
Centre Line Bulkhead. <i>IN HOLDS.</i>									
Stiffeners and Spacing <i>B.A. 10 32 40</i>									
Plating, thickness of <i>30.</i>									
STRINGERS AND DECKS.									
Uppermost Continuous Deck.									
Stringer Plate, breadth and thickness <i>in Wells 38 .59</i>									
" " " " <i>in way of Bridge</i>									
" Angle <i>in Wells 6 6 .59</i>									
Thickness of Plating abreast Deck openings <i>in way of Wells .48</i>									
Thickness of Plating abreast Deck openings <i>in way of Bridge .44 .38</i>									
Thickness of Plating within line of openings...									
If Sheathed, material and thickness <i>O.P. 22' OVER CREW'S SPACES 9 FT.</i>									
Second Deck.									
Stringer Plate, breadth and thickness <i>in Wells 70 40</i>									
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									
Third Deck.									
Stringer Plate, breadth and thickness									
If Plated, state thickness									
Fourth Deck.									
Stringer Plate, breadth and thickness									
If Plated, state thickness									
Poop Deck.									
Stringer Plate, breadth and thickness									
Plating, Sheathing, material and thickness									
Bridge Deck.									
Stringer Plate, breadth and thickness									
Plating, Sheathing, material and thickness									
Forecastle Deck.									
Stringer Plate, breadth and thickness									
Plating, Sheathing, material and thickness									

## SHELL PLATING.

### SCANTLINGS.

STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.
	AMIDSHIPS.		FORWARD.	AFT.	
	Breadth. Inches.	Thickness. Inches.	Thickness. Inches.	Thickness. Inches.	
FLAT PLATE KEEL	57	76	66	66	
" <i>DECK (if any)</i>					
BOTTOM PLATING, No. of Strakes		60	49	49	58
BILGE PLATING, No. of Strakes		60	49	49	58
SIDE PLATING, No. of Strakes		60	49	49	58
UPPER DECK, Sheer-strake in Wells	72	66	47	47	
UPPER DECK, Sheer-strake in Bridge					
STRAKE BELOW SHEER-strake in Wells	72	63	47	47	
STRAKE BELOW SHEER-strake in Bridge					
POOP SIDE PLATING					
BRIDGE SIDE PLATING					
FORECASTLE SIDE PLATING					

### RIVETING.

EDGES.			BUTTS.			
State if jogged?	No.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	RIVETS.			Diam.	Spacing cr. to cr.	
	Diam.	Spacing cr. to cr.				
SINGLE OR DOUBLE.	Inches.	Inches.	Inches.	Inches.		
DOUBLE.	7/8	3 1/3	4 R TO 3 R.	1	4	LAPPED.
"	"	"	3 R. FORE & AFT.	7/8	3 1/3	"
"	"	"	"	"	"	"
"	"	"	"	"	"	"
"	"	"	4 R TO 3 R.	"	3 1/2	"
"	"	"	4 R TO 3 R.	"	3 1/2	"

### WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel	6.
Extending to Upper Deck (Sec. 3 c)	1. (SHELTER DECK).
" Deck next below	5.
As per Rule	COLLISION TO SHELTER DK & 5 TO UPPER DK.

### FORGINGS and CASTINGS.

	Castings or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				
STEM	ROLLED STEEL.	9 1/2 x 2 1/2		
STERN FRAME	Propeller Post IRON.	10 1/2 x 7 3/4	CALEDONIAN FORGE CO.	
	Rudder " "	9 x 7 3/4		
RUDDER-A x D	390	STEEL.		
Speed of Vessel	11 1/2			
RUDDER mainpiece at head	9 3/8		WITKOWITZER, BERGSPU.	
" " heel	7 1/4		AND PORTLAND FORGE CO.	
" how constructed	BUILT FORGING.			
" double or single plate coupling, vertical or horizontal	1.06.			

STIFFENERS.	Plating Thickness.	VERTICAL.				HORIZONTAL.			
		Scantlings.	Spacing.	Scantlings.	Spacing.	Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks	✓								
" " Second	✓								
" " Third	✓								
" " Holds	✓	44/26 B.A. 11/32	48 30'	✓	✓	44/26 B.A. 11/32	48 30'	✓	✓
COLLISION (in Hold)	✓	53/26 CR. LINE SHD.	8 x 21 44 70 29'	✓	✓	53/26 CR. LINE SHD.	8 x 21 44 70 29'	✓	✓
AFTER PEAK	✓	48/26 B.A. 6 1/2 x 3 1/2	24' TUNNEL RECESS						

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) (OPEN HEARTH PROCESS).  
 LANARKSHIRE STEEL CO, CONSETT IRON CO, STEEL CO OF SCOTLAND, D COLVILLE & SONS, SCOTTISH IRON & STEEL CO.  
 DORMAN LONG & CO, SKINNINGGROVE IRON WORKS.  
 Has the Steel been tested as required by the Rules? *YES.*

EQUIPMENT No. 36301.										LETTER Z.		ANCHORS.				[7 MAY 19	
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.					
91522	1st Bower ...	64	3	12	STOCK LESS			51	0	0	0	63	3	0	CHALLENGE TYPE.	N. HINGLEY & SONS, NETHERTON 31/1/30. H. GREEN.	
91523	2nd " ...	63	0	10				50	2	2	0	63	3	0			
91518	3rd " ...	54	3	10				45	5	3	21	54	2	0			
	Collective weight.	182	3	4								182	0	0		30/1/30	
91468	Stream .....	17	3	7	4	2	16	18	18	0	14	17	2	0	ORDINARY.		
91469	KEDGE.	10	0	16	2	3	6	12	4	1	14				"	18/1/30	
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.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.			Length.	Diam.					Length.	Cir.		Length.	Cir.
85779	135	2 1/4	9 1/8	127 1/2	342	2	11					STUD. N. HINGLEY & SONS NETHERTON 4/2/30		TOWLINE	120	5	70 9/10	120	5
85792	135	2 1/4	9 1/8	127 1/2	342	1	21					H. GREEN		HAWSERS & WARPS	2-120	3 1/2	25 2/10	2-90	2 3/4
	270				685	0	4	682	1	0	270	2 1/4		H. GREEN					
															2-120	3	18 6/10	2-90	2 3/4
Stream Chain	120	4 1/4		51 1/2							90	4 3/4							

Steering Gear, Steam BY HASTIE & CO.

Steering Gear, Hand RELIEVING TACKLES WORKED FROM WIND.

Boats FOUR.

Steering Chains, Size and Test TELE MOTOR.

Windlass STEAM BY CLARKE CHAPMAN.

Ceiling in Holds, thickness and material 3" W.P. UNDER HATCHWAYS ONLY

Cargo Battens, thickness, material and spacing 2" W.P. SPACED 9"

Cargo Hatchways. (Upper Deck) STEEL PLATES AND ANGLES.

Thickness of Hatches 2 1/2"

Size of No. 1 Hatchway (Forward) 24'9" x 21'0" No. 2 30'0" x 21'0" No. 3 25'0" x 21'0" No. 4 10'0" x 21'0" No. 5 32'6" x 21'0" No. 6 22'6" x 21'0"

Number of Shifting Beams and/or Fore and Afters 4 to No 1 & 3, 5 to No 2 & 5, 1 to No 4, 3 to No 6.

SCOTT'S SHIPBUILDING & ENGINEERING COMPANY LIMITED.

Builder's Signature

J. B. Hutchison

Director.

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel no. (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.

This vessel has been built in accordance with the approved plans, instructions & printed rules of this Society. The materials & workmanship are of good quality. The double bottom tanks & after peak tank have been tested as required by the rules for water ballast compartments, the fore peak has been filled to L.W.L. and bulkhead found satisfactory. The remaining bulkheads, tunnel & weather deck have been hose tested. The freeboard has been verified & the marks cut on the vessel's side.

Note. The owners have requested that duplicate classification certificates be supplied.

The amount of Entry Fee ..... £ 8 : 0 : 0.

Fees applied for,

Special Survey Fee.... £ 302 : 18 : 0.

FREEBOARD FEE. 8. 6. 8

Travelling Expenses, if any £ : :

Received by me,

19.5.30

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.

IN DUPLICATE.

Certificate to be sent to GREENOCK OFFICE. Date of issue 20/5/30 in duplicate

Signature

APW R. Rab.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 6 MAY 1930

Character assigned 100 A.1.

with freeboard

4.30

Lloyd's A.C.P.

+ L.M.C. 4.30

72

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 vessel to S.S. "DALCROY" GRK. RPT. No. 19161.

The following approved plans & reports are forwarded herewith.

Midship Section, Alteration to wing brackets, Profile & deck plans,

Painting arrangements, After peak stiffening, Sketch of deep tank, Bunker plan,

Wide spaced pillars & girders, Stern & rudder frames, Quadrant & tiller,

Star contra rudder (4 plans). Pumping arrangements. (15 plans).

also reports on iron forged stern frame, steel forged rudder frame,

Cast steel quadrant & tiller, and Midship Section of ship as built

Particulars of **Drop Test** of  
Cast Steel Anchors, viz.:—  
Weight, Surveyor's Initials,  
Number of Certificate, Date  
of Test.

1st Bower	35	0	20	M.B.	7105	25/10/29.
2nd "	31	3	14	K.H.	7218	12/11/29.
3rd "	29	1	27	M.B.	7116	25/10/29.

**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. SUPERSTRUCTURE VESSEL.

No. and Material of Decks (this information is to be given as it should appear in the Register Book)

1 DK (STL) & SHELTER DK (STL).

Official No. 161554 : Signal Letters  
particulars of composition ☒

W.Holly.  
Is bottom of Vessel coated with cement ☒ YES. if not give

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	122.5	366.	Fore peak tank,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Double bottom, under Engines and Boilers,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	After peak tank,	<input checked="" type="checkbox"/>	42.
Double bottom, if under Engines only,	25.0	103.	Deep tank, aft, MID SHIPS.	25.	904
Double bottom, if under Boilers only, Dry.	22.5	<input checked="" type="checkbox"/>	Deep tank, forward,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Double bottom, forward,	176.0	596.	Other tanks, if fitted,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Total capacity of double bottom		1065	(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. 3288.

Date 10th June 1929.

Dates of Surveys held while building

(1929) Oct. 16, 20, 24, 28, 31. Nov. 6, 8, 12, 15, 19, 25, 29. Dec. 1, 9, 12, 16, 19, 24 (1930) Jan. 6, 10, 14, 16, 20, 22, 24, 30. Feb. 3, 5, 10, 12, 14, 19, 20, 24, 25, 28.  
Mar. 1, 5, 10, 14, 19, 24, 26, 28. Apr. 2, 8, 14, 15, 18, 21, 28, 29, 30

Total No. of Visits 54.