

STEEL STEAMER or MOTORSHIP.

Received at London Office

(1)

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 *27 May 1927*Port of *Dublin*No. *4559*Survey held at *Dublin*Date First Survey *October 1925*Last Survey *5 May*19 *27*On the *STEEL TWIN SCREW MOTORSHIP "SOUTHLAND"*State Type *(Full Seaming Complete Superstructure with or without Tonnage Openings)*

COMPLETE SUPERSTRUCTURE.

State Type of Erections

TONNAGE under Tonnage Deck *516.83*CLASS *100-A1*State if with freeboard as condition of Class *Yes*Built at *Dublin*Do. of space or spaces *8.51*Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 135*Launched *26 October 1926*. Yard No. *120*Total *525.34*Breadth (greatest moulded) *B 30*Builders *The Dublin Dockyard Co. Ltd.*Gross Tonnage *525.34*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 20-0 1/2*Owners *Bluff Harbour Board.*Register Tonnage *186.76*1st Longitudinal Number (L x D) *= 2700*Managers *✓*

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

REGISTERED DIMENSIONS.

Length *135.4*Framing Depth "d," at middle of length. See Sec. 3 (1d) *10.12 D.D.B. 11.04 S.D.B.*Residence *New Zealand.*Breadth *30.1*Proportions—Depth to Length—Uppermost continuous deck to top of keel *6.75*Port of Registry *Suva, Cargill.*Depth *18.3*Draught Moulded *11'-0"*

If surveyed while building, afloat, or in dry dock

while building and afloat.

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.
Spacing amidships	24				Bracket Floors, Frame	—	—	—	
from 1/2 length to Collision bulkhead	24				Reversed Frame	—	—	—	
in peaks	24				Vertical Struts	—	—	—	
AMIDSHIPS, Angle	6	3	42	In way of Single Skin.	Centre Girder, depth and thickness amidships	28 1/2	39	to 33	
Extends up to	6	3	38	In way of D. Bottom.	top Angles	3	3	34	
ed Frame Amidships, Angle	7	3	30	In way of O.F. Tank.	bottom Angles to Floors	3	3	28	Double in E. Room
Extends up to	Second Deck				Side Girders, No. each side and thickness	One	29		One additional girder under Engine.
of Framing Girder	6" x 7"				Margin Plate depth (excl. of flange) and thickness	3 1/2	3	34	
in Uppermost Continuous 'tween Decks, Angle	5 1/2	3	35	Alternate; Scarfed 15" below 2nd Deck.	Angle to Tank side	3 1/2	3	34	
Second 'tween Decks, Angle	—	—	—		Bracket abaft 1/2 len. from stem	5	5	40	In O.F. TANK.
Third	—	—	—		Vertical Angle to Tank side	—	—	—	
in Peaks, Angle	6	3	38	6 x 3 x 35.	Bracket forward 1/2 len. from stem	—	—	—	
and Spacing of Rivets through Frame and Shell Plating amidships	5/8	4 1/2	3 1/2	In way of Peak Tank, O.F. Tank & Forward of 3/5th length.	Gussets, spacing and scantling abaft 1/2 len. from stem	—	—	—	
Frame Joggled	Yes				Gussets, spacing and scantling forward 1/2 len. from stem	—	—	—	
ARRANGEMENTS (Sec. 7), state system and particulars	Stringer 9" x 30"	12	30	Web frame in machinery space.	Tank Side Brackets, height above base line at toe of Frame and thickness	4'-1 1/2"	33		
FINISHING OF BOTTOM FOR State Particulars	Tank frames doubled & additional intercostal. Midship thickness of shell plating carried forward to Collision Bulkhead.				INNER BOTTOM PLATING.				
Bottom, depth and thickness at mid-line in	17	33	17 x 29.		Breadth and thickness of Middle Line Strake	4 1/2"	34	to 31	
Height of Brackets at side above base line at toe of frame	4 1/2	3	34	Double.	Thickness of remainder in Holds	—	—	—	
Keelson, on Floors, Angles	—	—	—		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?	—	—	—	
Intercostal Plate	—	—	—		BEAMS.				
Foundation Plate on Floors	—	—	—		Uppermost Continuous Deck, amidships	6	3	38	
Flat Plate Keel Angles	—	—	—		in way of Bridge, Angle	—	—	—	
ons, No. each side	—	—	—		Spacing	48"			
thickness of Intercostal Plate	—	—	—		Second Deck, amidships, Angle	6	3	38	Increased .03"
Angles	—	—	—		Spacing	48 x 24	In way of		
Bottom, thickness and spacing	24	29	39	Under Dry Boiler & Tank 37" under Keels (under) 28" under 3/5 Len. and in E. Room.	Third Deck, amidships, Angle	2 1/2	2	24	
Are Frame and Reversed Frame joggled?	Yes				Spacing	5	3	30	In way of W.T. Floor.
Bottoms, breadth and thickness at middle line	—	—	—		Fourth Deck, amidships, Angle	—	—	—	
breadth and thickness at margin plate	—	—	—		Spacing	—	—	—	
	—	—	—		Poop Deck, Angle	—	—	—	
	—	—	—		Spacing	—	—	—	
	—	—	—		Bridge Deck, Angle	—	—	—	
	—	—	—		Spacing	—	—	—	
	—	—	—		Forecastle Deck, Angle	—	—	—	
	—	—	—		Spacing	—	—	—	

W1319-0303 1/2

		INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.		
PILLARS, No. of Rows.....		Five					
in 'tween Decks, Size and Spacing.....		48 2 3/8					
" " " " " "		— — —					
" in Head Forward Accommodation		48 3 1/4					
After " " "		48 3 1/4					
" " " " " "							
Centre Line Bulkhead. (IN OIL TANK)							
Stiffeners and Spacing..... 2 1/2" spacing		7 3 38 EA.					
Plating, thickness of34					
STRINGERS AND DECKS.							
Uppermost Continuous Deck.							
Stringer Plate, breadth and thickness in Wells		— — —					
" " " " " way of Bridge		34 34 15 30					
" Angle in Well		3 3 34 30					
Thickness of Plating abreast Deck openings in way of Wells		— — —					
Thickness of Plating abreast Deck openings in way of Bridge E. & B. Casings30					
Thickness of Plating within line of openings.....		where plated .30					
If Sheathed, material and thickness TEAK.....		5 x 2 1/2					
Second Deck.							
Stringer Plate, breadth and thickness in Wells...		— — —					
Third Deck. (CABIN SOLE)							
Stringer Plate, breadth and thickness.....		— — —					
If Plated, state thickness..... TIES		2" .20					
SHEATHED FORWARD Red Pine AFT " "		2" Caulked.					
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 ...		— — —					

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.					
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	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	—	—	—	—									
„ DBLG. (if any)	—	—	—	—									
BOTTOM PLATING, No. of Strakes THREE	A 40	38	36	36	Midship thickness of A/B strakes maintained to collision bulkhead.	Double in way of oil fuel and fore of 3/5 L in A/B.							
BILGE PLATING, No. of Strakes TWO	B	36	34	34		A Single x double	3/4	3	Two	3/4	2 1/2	Lapped.	
	C	36	34	34		B " "	5/8	2 1/2	"	5/8	2 1/4	"	
	D	36	34	34		C " "	5/8	2 1/2	"	"	"	"	
	E	36	34	34		D " "	5/8	2 1/2	"	"	"	"	
SIDE PLATING, No. of Strakes TWO	F	36	34	34		E " "	5/8	2 1/2	"	"	"		
	G	36	34	34		F " "	5/8	2 1/2	"	"	"		
UPPER DECK, Sheer-strake in Wells.....	—	—	—	—		G " "	5/8	2 1/2	"	"	"		
UPPER DECK, Sheer-strake in Bridge ...	J 44	36	34	34		J Single	5/8	2 1/2	"	"	"		
STRAKE BELOW Sheer-strake in Wells.....	—	—	—	—									
STRAKE BELOW Sheer-strake in Bridge ...	H 44	36	34	34		H Single	5/8	2 1/2	"	"	"		
POOP SIDE PLATING	—	—	—	—									
BRIDGE SIDE PLATING ...	—	—	—	—									
FORECASTLE SIDE PLATING	—	—	—	—									

Total No. of W.T. BULKHEADS in Vessel—		Casting or Forging.		Scantlings.	Maker's Name.	Any departure from approved plans to be noted.																																																																																									
Extending to Upper Deck (Sec. 3 c) <u>Gue (N^o 60)</u>		KEEL, Bar		Rolled Bar	6" x 1 7/8"																																																																																										
Deck next below <u>Flown</u>		STEM		Rolled Bar	6" x 1 3/8" to 4 1/2" x 1 3/8"																																																																																										
As per Rule <u>Per Approved plans.</u>		STERN FRAME {		Acid steel annealed.																																																																																											
		A BRACKET } Propeller Post																																																																																													
		Rudder		6" x 1 5/8"																																																																																											
		RUDDER—A x D		42"																																																																																											
		Speed of Vessel		12 knots																																																																																											
		RUDDER mainpiece at head		6" dia and 4" dia																																																																																											
		heel		4 1/2" dia																																																																																											
		how constructed		Semi balanced																																																																																											
		single plate		90																																																																																											
		coupling, vertical or horizontal		none																																																																																											
<table><tr><th rowspan="3">STIFFENERS.</th><th rowspan="3">VERTICAL.</th><th rowspan="3">HORIZONTAL.</th></tr><tr><th>Scantlings.</th><th>Spacing.</th><th>Scantlings.</th><th>Spacing.</th></tr><tr><td colspan="4">Plating Thickness.</td></tr><tr><td rowspan="2">MIDSHIP BULKH'D, <u>Upper deck</u></td><td>N^o 37</td><td>7 x 3 x 38</td><td>24 B.A.</td><td></td><td></td><td></td></tr><tr><td>34 to 36</td><td>6 x 3 x 42</td><td>21 B.A.</td><td></td><td></td><td></td></tr><tr><td rowspan="2">" " <u>Second</u></td><td>N^o 42</td><td>7 x 3 x 38</td><td>24 B.A.</td><td></td><td></td><td></td></tr><tr><td>34 to 30</td><td>6 x 3 x 42</td><td>21 B.A.</td><td></td><td></td><td></td></tr><tr><td rowspan="2">" " <u>Third</u></td><td>N^o 19</td><td>6 x 3 x 38</td><td>B.A. at centre</td><td></td><td></td><td></td></tr><tr><td>34 to 26</td><td>6 x 3 x 38</td><td>Angle at wing</td><td></td><td></td><td></td></tr><tr><td rowspan="2">" " <u>Holds</u></td><td>58</td><td>6 x 3 x 32</td><td>30 Chain locker</td><td></td><td></td><td></td></tr><tr><td>34 to 26</td><td>6 x 3 x 32</td><td>30</td><td></td><td></td><td></td></tr><tr><td rowspan="2">COLLISION " (in Hold)</td><td>N^o 60</td><td>7 x 3 x 41</td><td>24 B.A.</td><td></td><td></td><td></td></tr><tr><td>38 to 30</td><td>6 x 3 x 38</td><td>B.A. at wings</td><td></td><td></td><td></td></tr><tr><td rowspan="2">AFTER PEAK " "</td><td>N^o 8</td><td>7 x 3 x 41</td><td>24 B.A.</td><td></td><td></td><td></td></tr><tr><td>34 to 30</td><td>7 x 3 x 41</td><td>24 B.A.</td><td></td><td></td><td></td></tr></table>							STIFFENERS.	VERTICAL.	HORIZONTAL.	Scantlings.	Spacing.	Scantlings.	Spacing.	Plating Thickness.				MIDSHIP BULKH'D, <u>Upper deck</u>	N ^o 37	7 x 3 x 38	24 B.A.				34 to 36	6 x 3 x 42	21 B.A.				" " <u>Second</u>	N ^o 42	7 x 3 x 38	24 B.A.				34 to 30	6 x 3 x 42	21 B.A.				" " <u>Third</u>	N ^o 19	6 x 3 x 38	B.A. at centre				34 to 26	6 x 3 x 38	Angle at wing				" " <u>Holds</u>	58	6 x 3 x 32	30 Chain locker				34 to 26	6 x 3 x 32	30				COLLISION " (in Hold)	N ^o 60	7 x 3 x 41	24 B.A.				38 to 30	6 x 3 x 38	B.A. at wings				AFTER PEAK " "	N ^o 8	7 x 3 x 41	24 B.A.				34 to 30	7 x 3 x 41	24 B.A.			
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STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) <u>Scottish Iron & Steel Co Ltd. Consett Iron Co Ltd. The Lanarkshire Steel Co Ltd. David Colville & Sons.</u>																																																																																														
	<u>South Durham Steel & Iron Co Ltd. Dorman, Long & Co Ltd.</u>																																																																																														
	Has the Steel been tested as required by the Rules? <u>Yes.</u>																																																																																														

EQUIPMENT No. 6750

LETTER *h*

ANCHORS.

Number of Certificate.	Anchor.	WEIGHT, E.I. STOCK	WEIGHT OF HEAD	TEST, PER CERTIFICATE.	WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
29504	1st Bower	Cwts. 12 qrs. 3 lbs. 14	Cwts. 6 qrs. 3 lbs. 18	Tons. 14 cwt. 12 qrs. 3 lbs. 7	Collective weight 35½	Bygon Improved Stockless		Liverland 19/6/26 J.H. Butler
29175	2nd "	12 2 0	6 3 22	14 6 1 0		"		" 4/12/25 " " "
29505	3rd "	10 2 21	5 3 9	12 13 0 14		"		" 19/6/26 " " "
88397	Collective weight.	36 0 7	Stock			Ordinary (forged best iron)		Hetherston 22/6/26 H. Green
29481	Stream	4 0 2	1 0 14	6 10 0 0	4	Bygon Improved Stockless		Liverland 5/6/26 J.H. Butler

CHAIN CABLES.

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.
79886	195½ 17½ 22¾ 34¾	Statutory Breaking.	Supplied. Per Rule.	195 17½ 22¾ 34¾	Steel link		Hetherston 17/6/26 H. Green.	TOWLINE	75 2½ 15½	75 2½ 15½	75 2½ 15½
Iron Stream Chain or Steel Wire	60 Cir. 23¼	15½		60 Cir. 23¼	Steel wire	R. S. NEWALL & SONS LTD. GLASGOW.		HAWERS & WARPS	90 6" mainline	90 6" mainline	90 6" mainline
									ADDITIONAL WIRING:-		
									150 5 59		
									120 3½ 26		

HAWERS AND WARPS.

Steering Gear, Steam *Clarke Chapman & Co. Ltd. Gateshead.*

and

Steering Gear, Hand Combined in Engine Room, control from wheel house.

Boats Pumps (2 Camel & 2 Chickens)

Steering Chains, Size and Test

5/8" A 2986. 22/12/20.

Windlass, Steam, Clarke Chapman.

Ceiling in Holds, thickness and material

2" Red Pine

Cargo Battens, thickness, material and spacing

None

Cargo Hatchways.-(Upper Deck)

One.

Thickness of Hatches 2½"

Size of No. 1 Hatchway (Forward)

8'0" x 7'9" No. 2

No. 3

No. 4

No. 5

No. 6

Number of Shifting Beams and/or Fore and Afters

One Shifting Beam.

Per pro

The Dublin Dockyard Co.

Builder's Signature

William J. Mares.

GENERAL MANAGER.

GENERAL DECLARATION

This ship has been built in accordance with the approved plans and Secretary's letters and in general conformity with the rules, and the materials and workmanship are good. The double bottom and peak tanks, oil fuel bunkers, bulkheads and decks have all been tested as required by the rules with satisfactory results, and the steering gear, windlass and bidge pumps have been tested under working conditions and found good. The freeboards assigned by the Committee have been cut in on the vessel's sides, verified and found correct and corresponding to 11'0" moulded draught. Three reports of stern frame and rudder frame forgings, cast steel propeller brackets and four sets of helix davits. S.R. 14. are enclosed herewith. The makers' certificates for steel wires, embodying stream anchor wire, towlines & hawsers have been examined.

The amount of Entry Fee £ 4 : 0 : 0

Fees applied for,

24/5-1927

Special Survey Fee £ 52 : 10 : 0

ELECTRIC LIGHT 5 0 0

Travelling Expenses, if any £ 12 : 0 : 0

FREE BOARD 4 0 0

Received by me,

H. 7 1927

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.

Certificate to be sent to

Dublin

Date of issue

12/9/27

Signature

Oliver & Probert

Surveyor to Lloyd's Register of Shipping.

St. Randall

Committee's Minute

WED. 8 JUN 1927

Character assigned

+ 100 A.1. With Freeboard

*Lloyd's A.C.P.**+ 100 A.1. 5.27**Write this**My**Oil Engines S.B. 100lb.*

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Lloyd's Register Foundation

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.)

The following plans are enclosed:— Pumping arrangement—
Propeller bracket. Midship section. Rudder & Stern post—
Oil Fuel Tank, Bunkers, Profile & Deck plans.
Anchor Girders & Tank Top. Quadrant, Pumping

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	6-3-18. K.H. 3816. 30 th March 1926.
	2nd "	6-3-22. M.B. 2518. 19 th June 1925.
	3rd "	5-3-9 M.B. 2667. 26 th January 1926.

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.*

No. and Material of Decks (this information is to be given as it should appear in the Register Book) *2 DKS. (TEAK).*

Official No. _____; Signal Letters _____ Is bottom of Vessel coated with cement *yes.* if not give particulars of composition _____

PARTICULARS OF WATER BALLAST.—

PARTICULARS OF WATER BALLAST.—					
Where Fitted.	°Length.	Water Capacity.	Where Fitted.	°Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	✓	✓	Fore peak tank,	14-6	30-2
Double bottom, under Engines and Boilers, <i>DRY</i>	28-0	27-5 Tons (FW)	After peak tank,	16-0	33-2
Double bottom, if under Engines only,	✓		Deep tank, aft,	✓	✓
Double bottom, if under Boilers only,	18-0	10-2 Tons (FW)	Deep tank, forward,	10-0	8 Tons
Double bottom, forward, <i>F.W.</i>	16-0	16-7 Tons (FW)	Other tanks, if fitted, <i>OIL FUEL TANK DRY TANK UNDER</i>		27-2
Total capacity of double bottom			(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. *56*
Date *11th March 1926.*

Dates of Surveys held while building