

## STEEL STEAMER OR MOTORSHIP.

10 MAR 1930

Received at London Office

State if Report has been sent on the Freeboard of the Vessel

State if Report is sent on the Machinery of the Vessel

Date of completion of report

8<sup>th</sup> March 1930

Port of

Belfast

No.

10350

Survey held at

Date First Survey, 26<sup>th</sup> March 1928Last Survey 4<sup>th</sup> March

1930

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

Twin Screw

"ULSTER PRINCE" (Machinery amidships)

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

Complete Superstructure with Tonnage Openings

State Type of Erections Prop, Bridge &amp; Tackle

TONNAGE under Tonnage Deck...

1840.85

CLASS + 100 A1

State if with freeboard as condition of Class

FEET.

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Total

1840.85

Gross Tonnage

3755.95

Register Tonnage

1789.42

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

L 345

Breadth (greatest moulded)

B 46

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

D 23.45

1st Longitudinal Number (L x D)

8089

2nd Numeral L x (B + D)

23960

## REGISTERED DIMENSIONS.

FEET.

Length

346

Breadth

46.25

Depth

15.2

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

8.25

Proportions—Depth to Length—Uppermost continuous deck to top of keel

18.1

Do. Long Bridge to top of keel

12.8

Draught Moulded for cargo only

14'-9"

Built at Belfast

Launched 25<sup>th</sup> April 1929. Yard No. 697

Builders Harland Wolff Ltd

Owners Belfast Steam Ship Co. Ltd

Managers

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

Residence 42 Donegall Quay Belfast

Port of Registry Belfast

If surveyed while building, afloat, or in dry dock

Yes

## 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>	24		<b>Bracket Floors, Frame</b>	6 3 34	
" " from 1/2 length to Collision bulkhead	24		" " Reversed Frame	5 1/2 3 34	
" " in peaks	24		" " Vertical Struts	5 1/2 3 34	
<b>SIDE FRAMING.</b>			<b>Centre Girder</b> , depth and thickness amidships	48 1/2 52	
<b>Frame Amidships</b> , Angle, $\angle$	6 3 32		" " top Angles	3 1/2 3 1/2 44	
" " Extends up to	Bridge Deck		" " bottom Angles	3 1/2 3 1/2 46	
<b>Reversed Frame Amidships</b> , Angle			<b>Side Girders</b> , No. each side and thickness	One 34	
" " Extends up to			<b>Margin Plate</b> depth (excl. of flange) and thickness	23 40	
<b>Depth of Framing Girder</b>	6		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	3 3 34	
<b>Frames in Uppermost Continuous 'tween Decks</b> , Angle, $\angle$	6 3 32		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	3 3 34	
Act " " Second 'tween Decks, Angle, $\angle$	5 3 32		" " Gussets, spacing and scantling abaft 1/2 len. from stem	6'-0" fwd 36 8'-0" aft 36	
Alt " " Boat " " "	5 3 32		" " Gussets, spacing and scantling forward 1/2 len. from stem		
<b>Framing in Peaks</b> , Angle, $\angle$	5 1/2 3 34		<b>Tank Side Brackets</b> , height above base line at toe of Frame and thickness	42 36	
<b>Diameter and Spacing of Rivets</b> through Frame and Shell Plating amidships	7/8 54		<b>INNER BOTTOM PLATING.</b>		
<b>State if Frame Joggled</b>	Yes		Breadth and thickness of Middle Line Strake	45 40	
<b>PANTING ARRANGEMENTS</b> (Sec. 7), state system and particulars	3x4x13 1/2 frame with side stringer 13x32 x 3-34 30 face bar 5x5 x 38 shell bar Double frames fwd 3/8L Additional stiff p's 2x4x13 1/2 shell amidships thickness		Thickness of remainder in Holds	34 32	
<b>STRENGTHENING OF BOTTOM FORWARD.</b> State Particulars			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?	As approved	
<b>SINGLE BOTTOM.</b> (In hold & Tunnel)			<b>BEAMS.</b>		
<b>Floors</b> , Depth and thickness at mid-line in Holds	26 40		<b>Uppermost Continuous Deck</b> , amidships	5 1/2 3 36 (51-59F)	
Height of Brackets at side above base line at toe of frame	52 40		" " in Wells, Angle, $\angle$	7 3 36 (61-7A)	
<b>Middle Line Keelson</b> , on Floors, Angles, $\angle$	3 1/2 3 1/2 44-36		" " in way of Bridge, Angle, $\angle$	6 3 36	
" " Through Plate	26 46		Spacing	24 48	
" " Foundation Plate on Floors	32 46 40		<b>Second Deck</b> , amidships, Angle, $\angle$	6 3 30 aft 8 3 40 fwd	
" " Flat Plate Keel Angles	4 4 54		Spacing	24 48	
<b>Side Keelsons</b> , No. each side	One		<b>Promenade Third Deck</b> , amidships, Angle, $\angle$	4 2 1/2 38	
" " thickness of Intercoastal Plate	40		Spacing	48	
" " Angles	Double 6 3 1/2 38		<b>Boat Fourth Deck</b> , amidships, Angle, $\angle$	4 3 30	
<b>DOUBLE BOTTOM.</b>			Spacing	48	
<b>Solid Floors</b> , thickness and spacing	34 72		<b>Poop Deck</b> , Angle, $\angle$	4 2 1/2 38 upper 6 3 42 lower 6 3 40	
" " Are Frame and Reversed Frame joggled?	frame only		Spacing	48	
<b>Bracket Floors</b> , breadth and thickness at middle line	38 34		<b>Bridge Deck</b> , Angle, $\angle$	5 3 30	
" " breadth and thickness at margin plate	39 34		Spacing	24 48	
			<b>Forecastle Deck</b> , Angle, $\angle$	5 2 1/2 38 upper 6 3 42 lower 6 3 40	
			Spacing	24 48	



## 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.	
<b>PILLARS, No. of Rows.....</b>		Two								24" x 30"	
"	in between Decks, Size and Spacing.....	2 1/2 sq.	2 1/2 dia	48	✓			75		30	
"	" " " " " "	2 1/4 sq.	2 1/2 dia	48	✓					76	
"	" " " " " "	2 sq.	48	✓						✓	
"	" " " " " "	3 sq.	3 1/2 dia	made	✓					76	
"	in Holds	3 1/4 to 5 dia	48	✓						76	
"	" " " " " "										
<b>Centre Line Bulkhead.</b>											
Stiffeners and Spacing.....		✓									
Plating, thickness of .....		✓									
<b>STRINGERS AND DECKS.</b>											
<b>Uppermost Continuous Deck.</b>											
Stringer Plate, breadth and thickness in Wells		48	70 fwd	60 aft	✓			36		30	
" " " " in way of Bridge		60	42					Sheathing		2" Teak clear, as dea.	
" " " " " "								If Plated, state thickness.....		26	
" Angle in Wells .....		6 x 6	80 fwd	70 aft	✓			<b>Boat Fourth Deck.</b>		36	25
Thickness of Plating abreast Deck openings in way of Wells .....		40						Stringer Plate, breadth and thickness.....		4 x 2 Teak	
Thickness of Plating abreast Deck openings in way of Bridge .....		50						If Plated, state thickness .....		20	
Thickness of Plating within line of openings...		26						upper		30	30
If Sheathed, material and thickness .....		Asphalt 1/2 fwd well		PP 3" aft. well.				<b>Poop Deck.</b>		30	32
<b>Second Deck.</b>		24	30	fwd	✓			lower		24 x 30 28 Res Teak 2"	
Stringer Plate, breadth and thickness in Wells...		38	30	aft	✓			upper		24 x 30 28 Res Teak 2 1/2	
Stringer Plate, breadth and thickness in way of Bridge .....		75		30				lower		24 x 30 28 Res Teak 2 1/2	
Thickness of Plating abreast Deck openings in way of Wells .....		76						Plating, Sheathing, material and thickness ...		32	PP 3 fwd.
Thickness of Plating abreast Deck openings in way of Bridge .....		76						<b>Bridge Deck.</b>		63	40
Thickness of Plating within line of openings...		76						Stringer Plate, breadth and thickness.....		Teak 2 1/2 aft	
If Sheathed, material and thickness .....		PP 3" in NW Hold						Plating, Sheathing, material and thickness ...		32	PP 3 fwd.
<b>Third Deck.</b>								upper		30	30
Stringer Plate, breadth and thickness.....								lower		30	32
If Plated, state thickness.....								upper		24 x 30 PP 3 x 3 1/2	
<b>Boat Fourth Deck.</b>								lower		26	Asphalt 1 1/2
Stringer Plate, breadth and thickness.....								Plating, Sheathing, material and thickness ...			

## SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <i>NO</i>			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.			SINGLE OR DOUBLE.	RIVETS.		Diam.	Spacing cr. to cr.		
								Diam.					Spacing cr. to cr.
	Inches.	Inches.	Inches.	Inches.									
FLAT PLATE KEEL .....	44	64	57	66		Double	7/8	3 3/4	3	1	3-3	Strapped	
"    DELG. (if any)	✓												
BOTTOM PLATING, No. } of Strakes .....	54 1/2 57 1/2 50 1/2	50	50 46 50 36	44 40 50 50		Double	3/4	3	3	3/4	2 7/8	lapped	
BILGE PLATING, No. of } Strakes .....	57 1/2	50	36	50		"	3/4 & 7/8	3 & 3 3/4	3	3/4	2 7/8	"	
SIDE PLATING, No. of } Strakes .....	68 1/2 73	68 48	36 36	40 36	48 - 36	"	7/8	3 3/4	3 3	7/8 3/4	3 1/4 2 7/8	Strapped lapped	
UPPER DECK, Sheer- } strake in Wells.....	73	✓	68	68	(No Plans)	"	7/8	3 3/4	4 & 3	1 & 7/8	4 & 3 1/2	do	
UPPER DECK, Sheer- } strake in Bridge ...	73	60	✓	✓		"	7/8	3 3/4	3	7/8	3 1/2	do	
Boatmade Side Plating	41					Single	5/8	2 1/4	2	5/8	2 3/16	do	
Strake below Sheer- } strake in Wells.....	57 1/2	34	✓	✓		"	5/8	2 1/2	2	5/8	2 3/16	do	
Boat Ok Side Plating	39 1/2					Single	5/8	2 1/4	2	5/8	2 3/16	do	
Strake below Sheer- } strake in Bridge ...	50 3/4	30	✓	✓		Double	5/8	2 1/4	2	5/8	2 3/16	do	
POOF SIDE PLATING .....	✓	✓	Upper lower	34 34									
BRIDGE SIDE PLATING ...	49 52	44	✓	✓		Double	3/4	3	3	3/4	2 5/8	do	
FORECASTLE SIDE PLATING	✓	Upper lower	34 34	✓		Single Double	5/8	2 1/4	2	5/8	2 3/16	do	

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—		7
Extending to Upper Deck (Sec. 3 c).....		1
,, Deck next below.....		6.
As per Rule.....		

		STIFFENERS.				
		Plating Thickness.	VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D,	Upper tween decks	26	4 1/2 x 3 - 34	30	✓	✓
	Wchy Space		5			
	Second	34 - 26	7 x 3 - 34	30	✓	✓
,,	Third	✓				
,,	Holds .....	34 - 28	5 1/2 x 3 - 30	30	✓	✓
COLLISION	(in Hold) .....	44 - 30	5 1/2 x 3 - 34	24	2 SB Beams	
			5			
		42 - 30	6 x 3 - 32	24	✓	✓
AFTER PEAK						

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar</b> .....				
<b>STEM</b> .....	<i>upper</i> <i>forefoot.</i>	<i>Rolled 1 1/2" x 2"</i> <i>Casting. Open Section</i>	<i>Barnes &amp; Son</i>	
<b>STERN FRAME</b> {	<i>Propeller Post</i> .....	<i>Casting</i>	<i>Open</i>	<i>1. First &amp;</i>
	<i>Rudder</i> " .....	<i>Forging</i>	<i>Section</i>	<i>Sons.</i>
<b>RUDDER—A x D</b> .....		<i>As approved plan.</i>		
<b>Speed of Vessel</b> .....		<i>17 knots</i>		
<b>RUDDER</b> mainpiece at head ...	<i>Forging</i>	<i>13 1/2" dia</i> <i>12" dia</i>	<i>Darlington</i>	
" " heel ...		<i>7 1/2" dia</i>	<i>Forge &amp; Co.</i>	
" how constructed .....		<i>Forged arms shrinked on shanked.</i>		
" double or single plate		<i>Single</i>		
" coupling, vertical or				
" horizontal .....		<i>Horizontal</i>		

STEEL.

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

Plates & Angles. David Ledville & Sons Ltd.

Has the Steel been tested as required by the Rules?

yes.



EQUIPMENT No. _____										LETTER <i>V</i> _____		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.
90279	1st Bower ...	50	0	0	-	-	-	42	7	2	0	48 <sup>3</sup> / <sub>4</sub>	"Dreadnought" (F.S.)	S. Taylor & Sons	Netherthorpe 26/9/28. H. Green.
90280	2nd " ...	49	1	24	-	-	-	42	1	1	0	48 <sup>3</sup> / <sub>4</sub>	" "	do	do 26/9/28 do.
90281	3rd " ...	42	1	12	-	-	-	37	8	0	14	41 <sup>1</sup> / <sub>2</sub>	" "	do	do 27/9/28 do.
	Collective weight.	141	3	8								139 <sup>1</sup> / <sub>2</sub>			
90405	Stream .....	13	0	10	3	2	0	14	17	0	21	13	"Protonium" (F.I.)	N. Hingley & Sons	do. 30/11/28 do.

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.	Statu- tory.	Break- ing.	Supplied.	Per Rule.						Length.	Cir.		Length.	Cir.		
90286	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.		Fathoms.	Ins.	Tons.	Fathoms.	Ins.		
	135	2	72	100.8	271.	2	5	585 3/4	270	2	Steel Rope N. Hingley & Sons	Netherthorpe 5/12/28 H. Green	TOWLINE...	120	4	32	120	4
90292	135	2	72	100.8	271.	1	14		do	do	do	14/12/28 do	HAWSERS & WARPS	52/120	2 1/2	15 1/2	4-90	2 1/2
90314	2-3 links	3"	72	100.8	4.	1	24	do	do	do	13/12/28 do	20/120		2 1/2	18.2			
90384	3-4 links	3"	72	100.8	1.	1	24	Cir.	do	do	6/12/28 do							
Iron Stream Chain or Steel Wire	90	4 1/2	34					90	4 1/2	Steel Wire British Rope Ltd	Certificates examined							

Steering Gear, Steam *Harland Wolff Heli Shaw Martineau* Steering Gear, Hand ☒

Boats *4-30' & 4-28' lifeboats.* Steering Chains, Size and Test ☒ Windlass *Blake Chapman & Co. Ltd.*

Ceiling in Holds, thickness and material *3" PP (N) Hold 2 1/2" Spruce (N) Hold* Cargo Battens, thickness, material and spacing *2" WP close ceiling.*

Cargo Hatchways.—(Upper Deck) *Steel plates & angles* Thickness of Hatches *3"*

Size of No. 1 Hatchway (Forward) *16'-0" x 10'-0"* No. 2 *16'-0" x 12'-0"* No. 3 *16'-0" x 12'-0"* No. 4 ☒ No. 5 ☒ No. 6 ☒

Number of Shifting Beams and/or Fore and Afters *One in No. 1 Hatch. 2 in each of Nos 2 & 3 Hatches*  
For HARLAND AND WOLFF, LIMITED.

Builder's Signature *Chas. Payne*

GENERAL DECLARATION *This vessel has been built in accordance with the plans approved by the Committee, the Secretary's letter and in general conformity with the Rules. The workmanship and materials are good. The Double Bottom Tanks, Peak Tanks, Oil Fuel Buckets and Copper dams have been tested as required by the Rules with satisfactory results. The Weather Decks and W.T. Bulkheads have been hoisted satisfactorily. The Steering Gear, Windlass, Bidge Pumps and Hand Pump have been satisfactorily tested under working conditions and also the W.T. doors. The foreboard has been riveted and cut in on the vessel's sides.*

The amount of Entry Fee ..... £ *7 : 0 : 0* Fees applied for, *5<sup>th</sup> Mar. 1930*

Special Survey Fee.... £ *262 : 16 : 0* Received by me, *26.3.30*

*Freeboard* 8 : 5 : 0 *26.3.30*

Travelling Expenses, if any £ : : *8.4.1930*

I am of opinion the Vessel should be Classed *+ 100A1 with freeboard.*

*Fitted for Oil fuel 3.30 FP above 150°F.*

State whether the Vessel has been built under Special Survey *Yes.* Signature *S. Kendall. Jas. Rennie*

Certificate to be sent to *This office* Date of issue *9/4/30.* Surveyor to Lloyd's Register of Shipping.


Committee's Minute *TUE. 18 MAR 1930*

Character assigned *+ 100A1 With freeboard*

*Lloyd's arch. + Lmb. 3.30 oil fuel of D.B. 80 lbs Elec. L.A.*

*Write fbs in 18/3/30*

*W. J.*

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*W132-015712121*



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.)

This vessel is a motor ship of I.S. "Ulster Monarch" Belfast Rpt No 10191.  
The approved plans (15 in No) also of forging & casting certificates are forwarded herewith.

List of Plans After End Framing, Engine Seating & Pillars & Girders in Machinery Space, Decks, Oil fuel Bunkers, Topside Plating, Bulkheads, Pillaring Angls, Poop, Bridge & Fore Bulkheads, Stern frame & Propeller Brackets, Rudder, Tiller, Pumping Angls, Unriggered Davits (2) Boat Board & Hatch Seats,

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

1st Bower	32. 0. 7	mid. pair	H.G.	90279	25/9/28
2nd "	34. 3. 17	do.	H.G.	90280	26/9/28
3rd "	28. 0. 19	do.	H.G.	90281	27/9/28

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of <sup>Upper</sup> Poop 39 ft., R.Q.D. ☒ <sup>Upper</sup> Bridge 170 ft., <sup>Upper</sup> Forecastle 44 ft.  
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. <sup>Lower</sup> " 51' <sup>Lower</sup> " 184' <sup>Lower</sup> " 46'

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 1<sup>st</sup> Ok (Stl pt ws) 2<sup>nd</sup> Ok (Stl) in No 1 & 2 Holds 7BH.

Official No. 161858 ; Signal Letters

Is bottom of Vessel coated with cement <sup>Yes</sup> except <sup>not</sup> give

particulars of composition <sup>lubricating oil tanks, bare steel.</sup> Transverse cofferdams, cement fillets & cement wash.  
Motor Run " painted.

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	54	65	Fore peak tank,	20	42
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,	21	37
Double bottom, if under Engines only,	64	110	Deep tank, aft, Oil fuel	42	63
Double bottom, if under Boilers only,	✓	✓	Deep tanks forward, Oil fuel.	14	107
Double bottom, forward,	82	181	Other tanks, if fitted,		
Total capacity of double bottom		356	(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. 193

Date 12<sup>th</sup> March 1928.

Dates of Surveys held while building

1928 Mar 26 Apr 16 May 9 15 18 21 22 24 28 30 June 4 6 12 15 19 22 25 28 July 3 6 23 26 31 Aug 6 9  
13 17 20 22 24 28 Sept 1 5 7 13 20 25 Oct 2 5 12 17 19 22 26 30 Nov 2 6 12 15 21 27 29 30 Dec 4 6 13 14 16 17  
1929 Jan 3 7 14 15 18 23 24 25 28 29 30 Feb 1 5 6 7 12 14 18 20 27 Mar 1 6 8 11 13 14 19 25 Apr 3 5 8 10 17  
22 23 30 June 3 6 11 13 20 July 5 Aug 9 13 30 Dec 13 1930 Jan 13 14 Feb 14 15 24 Mar 14

Total No. of Visits 114