

Awning or Shelter Deck,
or Pt. Awning Deck.

STEEL STEAMER.

No. 11274

State if Report is also sent on the Machinery of the Vessel ☒ (W.H. 15443)

Port of London Date of completion of Report 5th May 1922 Received at London Office
Survey held at Shaverston, St. n. Dec. Date, First Survey 24th August 1920 Last Survey 5th May 1922
On the S.S. PERSIANA Rig Don. aft. Schome.

TONNAGE under 2911.14
Tonnage Deck...
Do. between Tonnage Dk. and
3rd, 4th, or Awning Dk.
Total under Upper Dk. 2911.14
Do. of Poop 95.61
Do. of 13.89
Do. of 57.34
Do. of Forecastle 8.00
Do. of Houses on Deck 246.20
Do. of 16.02
Do. above Crown of
Engine Room... 154.83
Gross Tonnage 3493.03
Less Crew Space 582.58
Less above Crown of
Engine Room... 154.83
TONNAGE FOR FEES...
Less Engine Room 1342.74
Less Navigation Spaces 66.41

CLASS 100 A1 Steel Deck FEET.
Breadth (greatest moulded) 52.0
Depth, at middle of length from top of keel to top of
beams at side of uppermost Continuous Deck... 24.78
Reduct height of 'tween deck when this does not exceed 8ft. 9.75
Transverse Number 77.5
Length on deck from fore part of stem to after part of
sternpost... 363.0
Longitudinal Number 58132.0
Depth "d" at middle of length. See Secs. 2 & 13... 20.83
Proportions, Depths to Length, Uppermost Continuous
Deck at side to top of keel... 10.83
" " " Upper Deck at side
to top of keel...
Destined Voyage Indefinite

Master
Year of Appointment
Built at Shaverston, St. n. Dec.
When built 1922 Launched 22 June 1921
By whom built Thos. Furness Shipbuilding Co. Ltd.
Owners Thos. Furness, withy. Co. Ltd.
Managers
Residence
Port belonging to Liverpool.
If Surveyed while Building, Afloat, and in Dry Dock Yes.

Register Tonnage 1802.30 as cut on Beam...
No. of Decks with flat laid Two
No. of Tiers of Beams

on Rule	Ft.	Ins.	BREADTH	Ft.	Ins.	DEPTH, ACTUAL	Ft.	Ins.	No. of Decks with flat laid	No. of Tiers of Beams
263	0		Moulded	52	0	Top of Floors to top of Awn. or Shelter Dk. Beams	22	8		
						Do. Upper Deck Beams	22	8		
Ship per Register, length 363.3, breadth 52.25, depth 22.0										
Awn. or Shelter Dk. Moulded depth, ft. 33 ins. 6 To Awning or Shelter Dk. Round up of Uppermost Dk. Beam, Actual 13 ins.										
Upper Deck. Moulded depth, ft. 24 ins. 9 To Upper Dk.										
FRAMING.							PILLARS.			
Inches in Ship. Inches in Ship. Inches in Ship. Inches per Rule. Inches per Rule. Inches per Rule. Or as Approved.							Inches in Ship. Inches in Ship. Inches in Ship. Inches per Rule. Or as Approved.			
Bars, amidships 13A 11 1/2 3 1/2 62 1/2 11 3 1/2 62 1/2							PILLARS, In 'tween Deck, size and spacing			
BARS 17 1/2 3 1/2 36 7 3 1/2 36							" Hold " "			
ay of Double Bottoms at Solid Floors 3 1/2 3 1/2 40 3 1/2 3 1/2 40							" Quarter, 'tween Dks., " "			
at intermdt. Bkts. 11 1/2 3 1/2 40 11 3 1/2 40							" in Hold " "			
Frames from centre to centre amidships 33 33							KEELSONS AND STRINGERS.			
length to collision bulkhead 26 1/2 26 1/2							CENTRE LINE KEELSON, Vertical Plate above			
Frames from centre to centre in peaks 24 24							" Rider Plate			
FRAME, Angles 11 1/2 3 1/2 40 11 3 1/2 40							" Flat Keel Plate Angles			
ay of Double bottoms at Solid Floors 3 1/2 3 1/2 40 3 1/2 3 1/2 40							" Horizontal Plates on Floors			
at intermdt. Bkts. 11 1/2 3 1/2 40 11 3 1/2 40							" Angles or Bulb Angles			
depth of girder 11 1/2 3 1/2 40 11 3 1/2 40							SIDE KEELSONS, Number			
depth and thickness of Floor Plate mid-line for 1/2 length amidships 11 1/2 3 1/2 40 11 3 1/2 40							" Angles or Bulb Angles			
way of Engine and Boiler spaces 11 1/2 3 1/2 40 11 3 1/2 40							" Plate above floors, for length			
thickness at the ends of vessel 11 1/2 3 1/2 40 11 3 1/2 40							" Intercoastal Plate, for length			
pth at 1/2 the half-bdth. as per Rule 11 1/2 3 1/2 40 11 3 1/2 40							" Attached to outside plating with Angle			
ight extended at the Bilges 11 1/2 3 1/2 40 11 3 1/2 40							BILGE KEELSON, Angles			
in Cell Double Bottoms 11 1/2 3 1/2 40 11 3 1/2 40							" Intercoastal Plate, for length			
state if flanged (top and bottom) 11 1/2 3 1/2 40 11 3 1/2 40							" Attached to outside plating with Angle			
spacing of Solid 11 1/2 3 1/2 40 11 3 1/2 40							SIDE STRINGERS, Number 2			
GIRDER, in Dbl. bottom, dpth & thickness 11 1/2 3 1/2 40 11 3 1/2 40							" Angle			
Angles, Top 11 1/2 3 1/2 40 11 3 1/2 40							" Intercoastal Plate, for lng.			
Bottom 11 1/2 3 1/2 40 11 3 1/2 40							" Attached to outside plating with Angle			
KEEL "DUCT KEEL" to Floors 11 1/2 3 1/2 40 11 3 1/2 40							Awning or Shelter Deck Stringer Plates, breadth and thickness			
RDERS, number and thickness 11 1/2 3 1/2 40 11 3 1/2 40							" Angle on ditto			
state if flanged (top & bottom) 11 1/2 3 1/2 40 11 3 1/2 40							" Tie Plates, fore and aft, outside Hatchways			
Angles 11 1/2 3 1/2 40 11 3 1/2 40							" Deck, * Steel, for Complete lng.			
PLATE, depth (exclusive of flange) and thickness 11 1/2 3 1/2 40 11 3 1/2 40							" Wood Deck, Material & thickness			
Angles to outside plating 11 1/2 3 1/2 40 11 3 1/2 40							Upper Deck Stringer Plate, breadth and thickness			
to floors 11 1/2 3 1/2 40 11 3 1/2 40							" thickness			
Brackets at intermdt. framing, width & thickness 11 1/2 3 1/2 40 11 3 1/2 40							" Angles on ditto, No.			
Height of Brackets above at bilge 11 1/2 3 1/2 40 11 3 1/2 40							" Tie Plates, outside Hatchways			
BOTTOM PLATING, breadth and thickness of Middle Line Strake 11 1/2 3 1/2 40 11 3 1/2 40							" Deck, Material and thickness			
thickness in Engine and Boiler space 11 1/2 3 1/2 40 11 3 1/2 40							" Deck, * Steel, for Complete lng.			
Remainder in Holds 11 1/2 3 1/2 40 11 3 1/2 40							" Wood Deck, Material & thickness			
Awng or Shltr Dk, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel 11 1/2 3 1/2 40 11 3 1/2 40							Second Deck Stringer Plates, br dth & thickn's			
Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel 11 1/2 3 1/2 40 11 3 1/2 40							" Angles on ditto, No.			
Second, Third & Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel 11 1/2 3 1/2 40 11 3 1/2 40							" Tie Plates, outside Hatchways			
Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel 11 1/2 3 1/2 40 11 3 1/2 40							" Deck, Material and thickness			
Angles on upper edge 11 1/2 3 1/2 40 11 3 1/2 40							Poop Deck Stringer Plate, breadth & thickness			
Spacing 11 1/2 3 1/2 40 11 3 1/2 40							" Angles on ditto			
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel 11 1/2 3 1/2 40 11 3 1/2 40							" Tie Plates			
Angles on upper edge 11 1/2 3 1/2 40 11 3 1/2 40							" Deck, Material and thickness			
Spacing 11 1/2 3 1/2 40 11 3 1/2 40							Bridge Deck Stringer Plate, br dth & thickness			
							" Angle on ditto			
							" Tie Plates			
							" Deck, Material and thickness			
							Forecastle Deck Stringer Plate, br dth & th'kns			
							" Angle on ditto			
							" Tie Plates			
							" Deck, Material and thickness			

Form No. 1B. WEB FRAMES, In Fore Body, No. and spacing. BULKHEADS. STIFFENERS. FORGINGS or CASTINGS. KEEL, Bar, depth and thickness. STEM, moulding and thickness. STERN-POST for Rudder do. do. RUDDER-A x D* Table 22. Speed. Main-Piece, diameter at head. at heel. RIVETING. BUTTS. PLATING. AS IN SHIP. PER RULE OR AS APPROVED. STRAKES. MIDSHIP. FORWARD. AFT. THICKNESS OF STRIKE. CLEAR OF LONG BRIDGE. DO. OF STRAKE BELOW. DELG. of Flat Plate Keel. POOP SIDES. SHORT BRIDGE SIDES. FORECASTLE SIDES. FRAMES extend in one length from. REVERSED FRAMES on floors and frames extend. MASTS, SPARS, &c. LOWER MASTS. Fore. Main. Mizzen. Bowsprit. Topmasts, Yards and Remainder of Spars. Rigging, Material and Size, Shrouds. Stays. Sails. Suit of. Sails, and the following spare sails.

EQUIPMENT No. 31363. LETTER X. ANCHORS. CHAIN CABLES. HAWSERS AND WARPS. Boats. Pumps, Number. Windlass. Engine Room Skylights. Coal Bunker Openings. Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. Ceiling in Holds, thickness and material. Cargo Hatchways. State size No. 1 Hatch (Forward). No. 2 Hatch. No. 3 Hatch. No. 4 Hatch. Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch. Bulwarks, height above deck and description. The foregoing is a correct description of the vessel. Builder's Signature. Correspondence. Workmanship. Are the butts of plating planed or otherwise fitted? Is the riveted work properly closed? Are the liners between the frames and plates solid single pieces? to plate, &c., conform well to each other? Are the butts of Plating, Stringers, &c., properly shifted and strapped? Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? General Remarks (State quality of workmanship, &c.). This vessel has been built in accordance with the approved plans, the Secretary's Letter of advice, and in general conformity with the Society's Rules and Regulations for the class. Contemplated, except that the holes are drilled and planed neck work used in the shell plating and other parts. The steering gear is Wilson. Purse type, controlled from Bridge by telemotor and by direct steam from steering position aft. Independent means of steering are provided by nine rope led to wheel; cross quadrant, fuel scuttles. All decks, shaft tunnel, upper portion of collision bulkhead, cargo port doors, tested by hose and oak short filled, tested with satisfactory results. Freeboard marked on vessel's side and verified to be inserted in Registrar's Book. Requirements for carrying oil fuel in double bottom, Section 49, so far as applicable to deep tanks complied with. This is a sister vessel to S.S. EGYPTIANA 2026. Vessel placed in dry dock to bottom lights and examined, cleaned, re-coated. The amount of Entry Fee. Special Survey Fee. Travelling Expenses, if any. State whether the Vessel has been built under Special Survey. I am of opinion this Vessel should be Classed. With, or without Freeboard, as condition of Class. Committee's Minute. Character assigned. 100A1. Checked at work with fbd arriving oil fuel T.P. above 150°F. in deep tank aft. Lloyd's agent. Filled for oil fuel 5.22 T.P. above 150°F. Lloyd's Register Foundation.

GENERAL REMARKS—(continued).

Damage stated to have been caused during launching operation.

Repairs now done:— Plates numbered from after end.

Bottom Shell Calked 12⁰⁵ 1, 2 N. Starboard; B13, 14, C1, 2, 10, E8 Port side removed faired & refitted.

B4 each side removed for repairs to floors & refitted.

C.9, D5, F2. Starboard; + B3 F13 port side faired in place.

Floors—Frames Starboard. 4 floor frames removed, 6 floor frames faired in place, with additional angle stiffeners fitted to floors.

Port side:— 3 floor 5 frames removed, 2 floor frames removed faired & refitted and.

6 floor 14 frames faired in place, with additional stiffeners fitted to floors.

Ceiling removed from Tank Top, bilges throughout, and all double bottom tanks tested to Rule requirements, on completion of repairs with satisfactory results.

Ceiling relaid and cement in double bottom made good.

Several plates were found chafed, scored on the strake above bilge on port side, causing slight pitting. These have been carefully sealed, cleaned & coated.

Copies of the Midship Section Profile deck plans as built; 4 foreing casting reports; and 21 approved plans are forwarded herewith, which kindly refer to design with the States ship.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle 68' 0" ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated.

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) 1 D¹ (Steel) Shell Deck (Steel) Straight frames DUTY KEEL 18' 0" abaft midships + 135' 0" forward, Cruiser Stern.

Official No. : Signal Letters

State if Machinery is fitted aft ☒ No.

How are the surfaces preserved from oxidation? Inside Cement, Bitumastic enamel & paint.

Outside paint.

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors.

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	93.5	309	Fore peak tank,	19.3	45
Double bottom, under Engines and Boilers,	41.25	198	After peak tank,	16.0	43
Double bottom, if under Engines only,			Deep tank, aft, when used for oil fuel to the engines, fuel	22.0	645
Double bottom, if under Boilers only,			Deep tank, forward, or empty at sea.	—	—
Double bottom, forward,	159.5	648	Other tanks, if fitted,	—	—
Total capacity of double bottom		1155	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks.

State whether the above have been tested as required by the Rules.

Ceulors, double bottom, except under engines arranged to carry oil fuel; Deep tank arranged to carry oil fuel as cargo.

Order for Special Survey No. 1323

Date 23/12/19

No. 25 in builder's yard.

DATES of Surveys held while building

1920. Aug 24 Sept 2 Oct 7 11 13 15 25 29 Nov 4 11 16 18 19 23 25 Dec 1 8 15 16 21 (1921) Jan 7 11 17 21 24
4 7 10 18 23 Mar 8 16 21 Apr 8 13 19 20 May 12 16 June 7 9 10 13 14 20 22 24 July 19 20 21 Aug 5 9 30 31
Sep 2 7 8 9 16 20 21 22 23 26 27 28 29 30 Oct 3 5 6 7 10 Dec 6 21 (1922) Jan 5 12 17 19 23 24 25 26 Feb
13 16 17 20 21 22 24 27 28 Mar 3 7 8 10 30 Apr 3 12 May 5

Total No. of Visits 101

Surveyor's Signature

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