

STEEL STEAMER OR MOTORSHIP

Received at London Office - 6 JUN 1931

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 *5th June 1931*Port of *Sunderland*No. *30657*Survey held at *Sunderland*Date First Survey *10 May 1929*Last Survey *2nd June 1931*On the *Single Screw Steamer "HELM SPEY" (Machinery Amidships)*State Type *Full Scantling, Complete Superstructure with or without Tonnage Openings**Full Scantling*State Type of Erections *Porting Bridge*TONNAGE under Tonnage Deck... *4424.50*CLASS *100A1*State if with freeboard as condition of Class *No*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 400.0*Breadth (greatest moulded) *B 54.20*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 27.41*1st Longitudinal Number (L x D) *= 10964*2nd Numeral L x (B + D) *= 32644*Framing Depth "d," at middle of length. See Sec. 3 (1d) *24.08*Proportions—Depth to Length—Uppermost continuous deck to top of keel *14.59*Do. Long Bridge to top of keel *10.99*Draught Moulded *23.54*Launched *28th 1929* Yard No. *569*Builders *Joseph L. Thompson & Sons Ltd.*Owners *Sheth Steamship Co. Ltd.*Managers *C. C. Downing*(Where necessary to be entered in Reg. Book.) *Downing House, 36 & 37*Residence *Hut Road St. Cardiff*Port of Registry *Cardiff*

If surveyed while building, afloat, or in dry dock.

Building, afloat, 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	26 1/2		Bracket Floors, Frame	6 3 1/2	48
" " from 1/2 length to Collision bulkhead	26 1/2		" " Reversed Frame	5 3 3/8	48
" " in peaks	24		" " Vertical Struts	9 1/2 x 3 1/2	48
SIDE FRAMING.	NBS.		Centre Girder, depth and thickness amidships	4 1/2 x 50	60
Frame Amidships, Angle, \angle or \square	12 3 1/2	48	" " top Angles	3 1/2 3 1/2	60
IN WAY OF BOILERS & PERMANENT BUNKERS	12 3 1/2	54	" " bottom Angles	4 4	54
" " Extends up to	Upper deck		Side Girders, No. each side and thickness	ONE 38	48
Reversed Frame Amidships, Angle			Margin Plate depth (excl. of flange) and thickness	34 x 48	58
" " Extends up to			" " Vertical Angle to Tank side	3 1/2 3 1/2	40
Depth of Framing Girder	12		Bracket abaft 1/2 len. from stem	3 1/2 3 1/2	40
Frames in Uppermost Continuous 'tween	6 1/2 3 1/2	42	" " Vertical Angle to Tank side	6 6	40
Decks, Angle, \angle or \square	4 1/2 3	38	Bracket forward 1/2 len. from stem	26 1/2	B.S.
" " Second 'tween Decks, Angle, \angle or \square	5 7 3	42	Gussets, spacing and scantling	3 1/2 3 1/2	40
FORECASTLE	5 3 1/2	38	abaft 1/2 len. from stem	26 1/2 3 1/2	40
" " Third " " " "	7 3	42	Gussets, spacing and scantling	26 1/2 3 1/2	40
Framing in Peaks, Angle or \square	7 3	42	forward 1/2 len. from stem		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 6 1/4		Tank Side Brackets, height above base line at toe of Frame and thickness	60	
State if Frame Joggled	No		INNER BOTTOM PLATING.		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	Deep panning 12 x 4 x 4 x 56 w. 62F with 4 x 4 x 56 angle plate, 4 four side stringers as approved. Midships thickness of these stringers or plating must be maintained in the position of collision bulkhead. Single frame 5 x 5 x 40 forward of 35L. midships and abaft forward as far as practicable.		Breadth and thickness of Middle Line Strake	49 48	56
STRENGTHENING OF BOTTOM FORWARD. State Particulars			Thickness of remainder in Holds	40 36 48	56
SINGLE BOTTOM.			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	
Floors, Depth and thickness at mid-line in Holds			BEAMS.		
Height of Brackets at side above base line at toe of frame			Uppermost Continuous Deck, amidships	7 3 1/2	40
Middle Line Keelson, on Floors, Angles, \square or \angle			HALF BEAMS in Wells, Angle, \angle or \square		
" " " Through Plate or Intercoastal Plate			" " in way of Bridge, Angle, \angle or \square	11 3 1/2	44
" " " Foundation Plate on Floors			HALF BEAMS, \angle or \square	8 3	35
" " " Flat Plate Keel Angles			Spacing	26 1/2	
Side Keelsons, No. each side			Second Deck, amidships, Angle, \square or \angle		
" " thickness of Intercoastal Plate			Spacing		
" " Angles			Third Deck, amidships, Angle, \square or \angle		
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing	36 46 79 1/2		Fourth Deck, amidships, Angle, \square or \angle		
" " Are Frame and Reversed Frame joggled?	Yes		Spacing		
Bracket Floors, breadth and thickness at middle line	32 3/8 38 48		Poop Deck, Angle, \angle or \square	7 3	38
" " {MEAN breadth and thickness at margin plate	44 38 48		Spacing	26 1/2 24	
			Through BEAMS.	9 3 1/2	38
			Bridge Deck, Angle, \angle or \square IN WAY OF HATCHWAYS.	7 3 1/2	38
			Spacing	26 1/2	
			Forecastle Deck, Angle, \angle or \square	7 3	40
			Spacing	26 1/2 24	

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.
PILLARS, No. of Rows.....									
POOP	7	3 1/2	4 5						
in 'tween Decks, Size and Spacing.....	4 5								
BAITGE	7	3 1/2	4 5						
" " " " " "	53								
FORECASTLE.	2	3 1/2	4 5						
in Holds									
" " " " " "									
Centre Line Bulkhead.									
Stiffeners and Spacing.....									
Plating, thickness of									
STRINGERS AND DECKS.									
Uppermost Continuous Deck.									
Stringer Plate, breadth and thickness in Wells	FOR 130-60								
" " " " in way of Bridge	77 x 38								
" Angle in Wells	6 6 80								
Thickness of Plating abreast Deck openings in way of Wells	FOR 78 x 54								
Thickness of Plating abreast Deck openings in way of Bridge	34								
Thickness of Plating within line of openings...	32								
If Sheathed, material and thickness	6 x 2 W. N. in 7' cle.								
Second Deck.									
Stringer Plate, breadth and thickness in Wells...									
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	34	34							
Plating, Sheathing, material and thickness ...	30								
Bridge Deck.									
Stringer Plate, breadth and thickness.....	55 1/2	48							
Plating, Sheathing, material and thickness ...	52-34								
Forecastle Deck.									
Stringer Plate, breadth and thickness.....	34	34							
Plating, Sheathing, material and thickness ...	28	5 x 2 1/2 R.P.							

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <i>3/16 & 1/2.</i> State if jogged? <i>Botton No.</i>			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		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	49	.74	.66	.66		Double	$\frac{7}{8}$	$3\frac{5}{16}$	4R to 3R	$1\frac{3}{8}$	$4\frac{1}{2}$	Lapped
" DBLG. (if any)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
BOTTOM PLATING, No. of Strakes <i>FOUR</i>	$70\frac{1}{2}$	.58	.46	.46		Double	$\frac{7}{8}$	$3\frac{5}{16}$	3R full L	$\frac{7}{8}$	$3\frac{1}{8}$	Lapped
BILGE PLATING, No. of Strakes <i>ONE</i>	$62\frac{1}{2}$	.58	.46	.46		"	"	"	"	"	"	"
SIDE PLATING, No. of Strakes <i>THREE</i>	66	.58	.44	.44		"	"	"	"	"	"	"
UPPER DECK, Sheer- strake in Wells.....	66	✓	.66	.68		"	$1\frac{7}{8}$	$3\frac{5}{16}$	4R + 3R	$1\frac{7}{8}$	$4\frac{1}{8}$	"
UPPER DECK, Sheer- strake in Bridge ...	66	.58	<i>BREAK FOR 2.1.08</i> <i>BREAK AFT 1.14</i>	.68		"	$\frac{7}{8}$	$3\frac{5}{16}$	3R full L	$\frac{7}{8}$	$3\frac{1}{8}$	"
STRAKE BELOW Sheer- strake in Wells.....	$66\frac{1}{2}$	✓	<i>TO .55</i>	<i>TO .54</i>		"	$1\frac{7}{8}$	$3\frac{5}{16}$	4R + 3R	"	$3\frac{1}{2}$	"
STRAKE BELOW Sheer- strake in Bridge ...	$66\frac{1}{2}$	.58	✓	✓		"	$\frac{7}{8}$	$3\frac{5}{16}$	3R full L	"	$3\frac{1}{8}$	"
POOP SIDE PLATING	✓	✓	✓	.38		Single	$\frac{3}{4}$	3	Single	$\frac{3}{4}$	$2\frac{5}{8}$	Lapped
BRIDGE SIDE PLATING ...	✓	.60	✓	✓		Double	$\frac{7}{8}$	$3\frac{5}{16}$	3R full L	$\frac{7}{8}$	$3\frac{1}{8}$	"
FOREC'TLE SIDE PLATING	✓	✓	.40	✓		Single	$\frac{3}{4}$	3	Single	$\frac{3}{4}$	$2\frac{5}{8}$	"

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c).....6

„ Deck next below.....✓

As per Rule.....6

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings	Spacing
	AFTER HOLD N ^O . 42.		11x3½	63 NBS		
MIDSHIP BULKHEAD,	Upper tween-decks	46-26	8x3x43	31	✓	✓
	ENGINE ROOM N ^O 71.		11x3½	50 NBS		
"	Second "	46-26	6½x3x34	30	} RECESS TOP	
"	Third "	46-26	NBS			
"	Boiler Room N ^O 93.		11x3½	50	30	✓ ✓
	FORE Holds N ^O . 143.		NBS			
		47-26	13x3½x54	29	✓	
	BELLOWS PEAK →		5½x3x32			X.T. Plated & 2 Semi-Ton beams as app.
COLLISION	(in Hold)	48-26	8x3x40	24		Keels top & 2 Semi-Ton beams as app.
			(BELOW PEAK)			
AFTER PEAK		48-30	6x3x36	24		
			original			

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓	✓	✓	✓
STEM	ROLLED STEEL.	9 x 2 1/2	M. Beaumont & Co.	
STERN FRAME { Propeller Post	FORGING	10 1/4 x 7 1/4	Gundlach & Sons Engineering Co. Ltd.	
{ Rudder	— " —	9 1/4 x 7 1/4		9 x 7 1/4
RUDDER—A x D		442.5		
Speed of Vessel		10 knots.		
RUDDER mainpiece at head ...	FORGING	9 1/2		
" " heel ...	— " —	7 1/4		
" how constructed		Forged with arms shrunk on.		
" double or single plate		Single 1.04		
" coupling, vertical or horizontal		Turtial		

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Open Hearth Process, Bolekow Taughan & Co; Consett Iron Co; Cargo Fleet Iron Co; Fosse & Partners Ltd; South Durham Steel & Iron Co.*

Has the Steel been tested as required by the Rules? *Yes.*

EQUIPMENT No. 35136										LETTER Z		ANCHORS.			
Number of Certificate.	Anchor.	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.				
32746	1st Bower ...	63	3	0	Stockless	50	7	2	0	63 ³ / ₄	Byers Improved	not stated	8.1.30, Butler.		
32749	2nd „ ...	63	3	0	— „ —	50	7	2	0	63 ³ / ₄	— „ —	— „ —	— „ —, 9.1.30, — „		
32652	3rd „ ...	54	2	0	— „ —	45	1	1	0	54 ¹ / ₂	— „ —	— „ —	— „ —, 9.12.29, — „		
	Collective weight.	182	0	0						182					
91332	Stream	17	3	11	4	2	12	18	18	0	14	17 ¹ / ₂	Iron Stock (Rodgers)	W. Hingle & Sons	Hickleton, 26.11.29, Green
HAUSERS AND WARPS															

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.
	Fathoms. Ins.	Tons. Tons.	Supplied. Per Rule.	Length. Diam.					Fathoms. Ins.	Tons. Tons.	Length. Ins.
85677	135 2 1/4	9 1/8 127 1/2	341.1.16	682 1/4	270 2 1/4	Steel W. Hingle & Sons	W. Hingle & Sons, 27.11.29, Green	TOWLINE	120 5	59	120 5
85682	135 2 1/4	9 1/8 127 1/2	341.0.25		276	"	" 29.11.29, "	HAWSERS & WARPS	2290 2 1/4	15 1/2	2290 2 1/4
	270		341.2.13					"	2290 2 1/2	12 1/2	2290 2 1/2
Iron Stream Chain & Steel Wire	90 4 3/4	1 47			90 4 3/4			"			

Steering Gear, Steam *John Lynn & Co. Ltd.* Steering Gear, Hand *Relieving Tackle operated from after winch.*

Boats *2 lifeboats, one cutter, one jolly boat.* Steering Chains, Size and Test *1 3/8 dia. - 22 5/8 tons* Windlass *Steam, Tamm & Harker Ltd.*

Ceiling in Holds, thickness and material *2 1/2" w.w. steel plates & under latches.* Cargo Battens, thickness, material and spacing *9" x 2" w.w. - 9" spacing.*

Cargo Hatchways. (Upper Deck) *Steel plates & angles* Thickness of Hatches *2 1/2" & 3"*

Size of No. 1 Hatchway (Forward) *26'6" x 20'0"* No. 2 *28'8 1/2" x 20'0"* No. 3 *18'6" x 20'0"* No. 4 *28'8 1/2" x 20'0"* No. 5 *26'6" x 20'0"* No. 6 *8'0" x 10'0" (P.O.O.)*

Number of Shifting Beams and/or Fore and Afters *No. 1. 2. 4 + 5 = 4 Hubs; No. 3. = 3; No. 6 = 1.*

JOSEPH L. THOMPSON & SONS, LIMITED.

Builder's Signature

R. N. Thompson

Managing 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, & the Society's printed Rules for the intended class. The materials & workmanship are good. The freeboard has been testified & the marks cut in on the vessel's sides. The double bottom tanks & peak tanks have been tested & found satisfactory, & the decks, bulkheads & tunnel hose tested with satisfactory results. The H.T. doors have also been hose tested & tried, & the fore peak pump tested & found satisfactory. The windlass & steering gear have been tried under working conditions & found satisfactory.

The following approved plans are in the London Office, copies of which are forwarded herewith, viz. - Midship Section, Profile & Decks, Bulkheads Tunnel H.T. Beams Pillars & Guides, Topside Shell Plating, Rudder, & Pumping Arrangement. The Midship Section & Profile & Decks

The amount of Entry Fee £ *8* : : : Fees applied for,

5 JUNE 1931

Special Survey Fee.... £ *312* : : :

Freeboard *8* : *6* : *8*

Travelling Expenses, if any £ : : :

Received by me,

7. 6. 1931

I am of opinion the Vessel should be Classed ☒ *100A1.*

State whether the Vessel has been built under Special Survey *Yes*

Signature

James Dickie

Certificate to be sent to *Sunderland*

Date of issue

12/6/31.

Committee's Minute/

Character assigned *+100A1*

Lloyd's A & G.

+ L.M.C. 6.31 C.L.

Write &

My



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Lloyd's Register Foundation

1176 - 0091 (212)

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.)

as built are forwarded herewith, together with three Sizing Reports.

The vessel was examined in June J. H. Grumwell & Co. dry-dock at this port on the 21st & 23rd February, 1931, the bottom examined found satisfactory & afterwards recoated.

The following found to be slightly indented & now faired in place. (Cause unknown).

Port Side: — F-shake ho 2, 5 ho 2, & one collision bulkhead plate & frame in way.

Starboard Side: — F-shake ho 5.

Several shell plates midships on each side in way of the light water line were found to be showing slight signs of pitting when the vessel was examined in dry-dock.

The affected parts were thoroughly cleaned & filled with gold size cement.

The survey was completed on the 2nd June 1931, by the examination & testing of the steering arrangements & windlass under working conditions. Please see letter from this office dated 2nd April 1930, & subsequent coupon vessel.

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

1st Bower 41.0.7; S.T.; 504; 20.12.29.
2nd " 40.2.0; S.T.; 494; 20.12.29.
3rd " 33.3.0; M.B.; 6973; 27.9.29.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 29.07 ft., R.O.D. ✓ ft., Bridge 29.07 ft., Forecastle 37.75 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated.

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 1-4K (5K)

Official No. 162092 : Signal Letters ✓
particulars of composition ✓

Is bottom of Vessel coated with cement ✓ if not give

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft.	132.50	392	Fore peak tank,	21.70	106
Double bottom, under Engines and Boilers.	39.75	176	After peak tank,	22.0	190
Double bottom, if under Engines only.			Deep tank, aft,		
Double bottom, if under Boilers only.			Deep tank, forward,		
Double bottom, forward.	178.87	636	Other tanks, if fitted,		
	Total capacity of double bottom	1204	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 5713

Date 25.4.29

Dates of Surveys held while building

1929. May 10. 17. 24. 31. June 2. 5. 11. 14. 19. 21. July 2. 5. 12. 22. 24. 30. Aug. 2. 9. 16. 21. 28
30. Sep. 2. 6. 9. 13. 17. 20. 25. 26. Oct. 9. 15. 18. 22. 28 Nov. 1. 6. 11. 12. 15. 18. 22. 24. 27. 28
Dec. 2. 4. 6. 11. 17. 20. 30. 1930. Jan. 6. 7. 2. 9. 13. 16. 22. 27. Feb. 27. 1930. Feb. 27. 28

Total No. of Visits 66