

STEEL STEAMER or MOTORSHIP.

Received at London Office 2 MAR 1928

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 From Mdb. (Rpt. 9 herewith)

Date of completion of report 1st March 1928 Port of Sunderland No. 29659
Survey held at Sunderland Date First Survey 20th Apr 1927 Last Survey 1st March 1928
On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Single Screw Steamer LLANOVER Machy Amidships
State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full Scantling State Type of Erections Combi B.F. & P

TONNAGE under Tonnage Deck 4544.65

CLASS 100A.1

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

Launched 24th Nov 1924 Yard No. 261

Total 4544.65

Breadth (greatest moulded) B 53.25

Builders Messrs. Barkham & Sons Ltd.

Gross Tonnage 4959.42

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 24.83

Owners The Thomas S.S. Co. Ltd.

Register Tonnage 2981.96

1st Longitudinal Number (L x D) = 11132

Managers E. Thomas Radcliffe & Co. Ltd.
(Where necessary to be entered in Reg. Book.)

2nd Numeral L x (B + D) = 32432

Residence Mount Stuart Square Cardiff

REGISTERED DIMENSIONS.

FEET.

Length 400.25

Framing Depth "d," at middle of length. See Sec. 3 (1d) 23.54

Breadth 53.4

Proportions—Depth to Length—Uppermost continuous deck to top of keel 14.34

Depth 26.0

Do. Long Bridge to top of keel 11.16

Draught Moulded 24.5

If surveyed while building, afloat, or in dry dock

While Building afloat 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.
FRAMES, Spacing amidships	24		Bracket Floors, Frame	6 3 1/2 36	5 1/2 x 3 1/2 x 38
" " from 1/2 length to Collision bulkhead	24		" " Reversed Frame	5 1/2 3 34	5 x 3 x 38
" " in peaks	24		" " Vertical Struts	10 x 3 x 3 x 38	9 x 3 x 1 1/2 x 38
SIDE FRAMING.			Centre Girder, depth and thickness amidships	42" 52	
Frame Amidships, Angle E or F	12 3 1/2 58		" " top Angle	5 5 50	
" " Extends up to	Upper Dk.		" " bottom Angle	6 6 56	
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	One 38	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	38" 50	
Depth of Framing Girder	12		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	3 1/2 3 1/2 42	
Frames in Uppermost Continuous 'tween Decks, Angle E or F	6 1/2 3 1/2 44		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	5 5 42	
" " Second 'tween Decks, Angle E or F	on alternate frames		" " Gussets, spacing and scantling abaft 1/2 len. from stem	3 1/2 3 1/2 42	
" " Third " " " "			" " Gussets, spacing and scantling forward 1/2 len. from stem	3 1/2 3 1/2 42	
Framing in Peaks, Angle E or F	8 3 1/2 40	App'd 4 x 3 1/2 x 44	Tank Side Brackets, height above base line at toe of Frame and thickness	80" 44	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 6/8		INNER BOTTOM PLATING.		
State if Frame Joggled	Yes		Breadth and thickness of Middle Line Strake	40" 48	App'd 66"
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	4 Side Stringers Deep Frames 6 x 3 1/2 x 38 Rev. fms Double Frame bottoms.	Reuple	Thickness of remainder in Holds	42 to 36	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Extra 1/2 height intercostal strakes shell midship thickness		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	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, Amidships in Well, Angle E or F	6 1/2 3 1/2 40	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle E or F	6 1/2 3 38	
Middle Line Keelson, on Floors, Angles, E or F			Spacing	Every Frame	
" " Through Plate or Intercostal Plate			Second Deck, amidships, Angle E or F		
" " Foundation Plate on Floors			Spacing		
" " Flat Plate Keel Angles			Third Deck, amidships, Angle E or F		
Side Keelsons, No. each side			Spacing		
" " thickness of Intercostal Plate			Fourth Deck, amidships, Angle E or F		
" " Angles			Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle E or F	4 3 35	App'd 34
Solid Floors, thickness and spacing	38 8"		Spacing	24 24	
" " Are Frame and Reversed Frame joggled?	Yes		Bridge Deck, Angle E or F	6 3 1/2 42	
Bracket Floors, breadth and thickness at middle line	32" 38		Spacing	Every Frame	
" " breadth and thickness at margin plate	32" at top 38		Forecastle Deck, Angle E or F	4 3 40	
			Spacing	Every Frame	

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.....		3			Stringer Plate, breadth and thickness in way of Bridge		—			
" in 'tween Decks, Size and Spacing.....		4 1/2 to 3" dia		Wide Spacing	Thickness of Plating abreast Deck openings in way of Wells		—			
" " " " " " " " " " " "		2 3/4 to 2 1/4 dia		5 1/4 to 4 1/8 Wide Spacing	Thickness of Plating abreast Deck openings in way of Bridge		—			
" in Holds " " " " " " " " " " " "		Ford. { 60 1/4 dia } Aft. { 52 15 " } { 58 16 dia } { 48 15 " } { 4 x 3 x 38 } { 12 x 3 1/2 x 53 lbs. }		Wide Spacing -do- 54"	Caplan	Thickness of Plating within line of openings...		—		
Centre Line Bulkhead.		5			If Sheathed, material and thickness		—			
Stiffeners and Spacing.....		5			Third Deck.		—			
Plating, thickness of		30			Stringer Plate, breadth and thickness.....		—			
STRINGERS AND DECKS.					If Plated, state thickness.....		—			
Uppermost Continuous Deck.		Short			Fourth Deck.		—			
Stringer Plate, breadth and thickness in Wells		4 1/2 125 to 40		App'd 66	Stringer Plate, breadth and thickness.....		—			
" " " " " " " " " " " "		40 38-42 56			If Plated, state thickness		—			
" " " " " " " " " " " "		6 6 48			Poop Deck.		54 30 app'd 35"			
" Angle in Wells		6 6 48			Stringer Plate, breadth and thickness		26 P.P. 3'			
Thickness of Plating abreast Deck openings in way of Wells		1" 48 40			Plating, Sheathing, material and thickness		66 42 58 60 App'd 56"			
Thickness of Plating abreast Deck openings in way of Bridge		34 4 40			Plating, Sheathing, material and thickness		48 36 not sheathed ref			
Thickness of Plating within line of openings...		42 to 30 42 to 34 aft			Forecastle Deck. Combined with Bridge		55 40 to 34			
If Sheathed, material and thickness		—			Stringer Plate, breadth and thickness.....		34 P.P. 4' under windlass only.			
Second Deck.		—			Plating, Sheathing, material and thickness		34 P.P. 4' under windlass only.			
Stringer Plate, breadth and thickness in Wells...		—								

SHELL PLATING.

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	49	44	66	66		Double	1	3 1/8	LR	1	4	lapped	
„ DBLG. (if any)	—	—	—	—		—	—	—	—	—	—	—	
BOTTOM PLATING, No. of Strakes .Four....	64	58	66	66		Double	1/8	3 3/8	3R	1/8	3 1/16	lapped	
BILGE PLATING, No. of StrakesTwo....	46	58	66	66		-do-	1/8	3 3/8	3R	1/8	3 1/16	-do-	
SIDE PLATING, No. of StrakesTwo....	40	58	66	66		-do-	1/8	3 3/8	3R	1/8	3 1/16	-do-	
UPPER DECK, Sheer-strake in Wells	50 1/2	—	—	40		-do-	1/8	3 3/8	4R	1/8	3 1/2	-do-	
UPPER DECK, Sheer-strake in Bridge ...	50 1/2	58	44	44		-do-	1/8	3 3/8	3R	1/8	3 1/16	-do-	
STRAKE BELOW Sheer-strake in Wells	69	—	—	66 1/2		-do-	1/8	3 3/8	4R & 3R	1/8	3 1/2 & 3 1/16	-do-	
STRAKE BELOW Sheer-strake in Bridge ...	69	58	44	44		-do-	1/8	3 3/8	3R	1/8	3 1/16	-do-	
POOP SIDE PLATING	—	—	—	38		Single	3/4	3	2R	3/4	2 5/8	-do-	
BRIDGE SIDE PLATING ...	51	60	—	—		Double	1/8	3 3/8	3R	1/8	3 1/16	-do-	
FORECASTLE SIDE PLATING	—	—	40	—		Single	3/4	3	3R	1/8	3 1/16	-do-	

WATERTIGHT BULKHEADS.

STIFFENERS.					
	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$
" " Second "	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$
" " Third "	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$
" " Holds	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$
COLLISION " (in Hold)	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$
AFTER PEAK " "	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$	$\frac{1}{8}$

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	Flat	Plate	Keel.	
STEM	Forging	9 x 2 1/2		
STERN FRAME { Propeller Post	-do-	10 x 4 1/2		
{ Rudder	-do-	9 x 4 1/2		
RUDDER—A x D		481	Darlington	
Speed of Vessel	Under	10 knots	Large.	
RUDDER mainpiece at head		10" dia		
" " heel		4 7/8 - 11 -		
✓ " how constructed	Forged	Built.		
✓ " double or single plate	Single	Plate		
✓ " coupling, vertical or horizontal	Vertical			

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: - *Messrs. - Bonsett, Gray & Co. Ltd. Dorman, Long & Co. Ltd.*
Angles: - *Messrs. - Bargo Steel & Iron Co. Ltd. Pease & Partners Ltd. Dorman, Long & Co. Ltd.*
Has the Steel been tested as required by the Rules? *Yes.*

EQUIPMENT No. 34911													LETTER Z		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.					
30363	1st Bower ...	61	0	4	-	-	-	14	0	2	14	63	Byers Improved Stockless	Not stated	Sld 30/9/24 J.H. Butler.	
30329	2nd „ ...	60	2	21	-	-	-	18	15	0	0	63	-do-	-do-	-- 14/9/24 -do-	
30330	3rd „ ...	60	2	21	-	-	-	18	15	0	0	56	-do-	-do-	--- 14/9/27 -do-	
	Collective weight.	182	1	21	/							182				
42946	Stream	17	3	4	4	2	0	18	18	0	14	14 1/2	Iron Stock	Not Stated	Credley Heath 29/7/27 S.C. Paul.	

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.	Diam.					Length.	Cir.		Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
15482	240	2 1/4	9 1/8	12 1/2	682	1	2	682 1/4	240	2 1/4	Prod Link.	Not stated.	Sld 21/9/27. J.H. Butler.	TOWLINE...	120	5	59	120	5
15442	-	2 1/4	9 1/8	-	0	3	4		✓	✓	Forging Shackle.	-do-	-- 28/7/27. -do-	HAWSERS & WARPS }	4-120	3 1/4	22	2-90	2 3/4
Iron-Glasson Chain-Steel Wire	90	4 3/4		44					✓	✓				"				2-90	2 1/2

Steering Gear, Steam *John Lynn & Co.* Steering Gear, Hand *Relieving tackle operated from wheel & brake gear.*

Boats 2: 26' Lifeboats. - 18' cutter. 1: 16' Dinghy Steering Chains, Size and Test *1 1/6 dia 2 1/4 tons.* Windlass *Emerson Walker & Thompson*

Ceiling in Holds, thickness and material *2 1/2 W.W. under hatches.* Cargo Battens, thickness, material and spacing *4" x 2" R.W. 9" spacing.*

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

Size of No. 1 Hatchway (Forward) *33'-9" x 25'-0"* No. 2 *33'-9" x 25'-0"* No. 3 *29'-3" x 20'-0"* No. 4 *36'-0" x 25'-0"* No. 5 *33'-9" x 25'-0"* No. 6 *9'-0" x 10'-0"*

Number of Shifting Beams and/or Fore and Afters *4m Yes. 1, 2, 4 & 5, 6m No. 3. 1m No. 6*
For Bartram & Sons Ltd.

Builder's Signature *H. C. Brown* Secretary

GENERAL DECLARATION *This vessel has been constructed in accordance with the approved plans, the Rules & Secretary's letters. The materials and workmanship are good. The freeboard has been verified and the marks cut in on the vessel's sides. The double bottom tanks & peak tanks have been satisfactorily tested. The decks, bulkheads & tunnel have been hose tested, windlass, steering gear and hand pump also W.T. doors tried under working conditions and found satisfactory. The approved plans (7 in no) are forwarded herewith. 2 forging certificates are also enclosed.*

List of Plans *Midship Section, Profile and Decks, Pillars & Girders, Amended Girders, Bulkheads, Pumping Arrangement, Painting Arrgt & Peak Bulkheads.*

Please return plans for reference in dealing with sister vessels.

The following repairs due to damage have been satisfactorily effected:-

① *Damage stated to have been caused by vessel striking Quay wall externally*

The amount of Entry Fee £ *8 : 0 : 0* Fees applied for, *Freeboard* *9 : 3 : 4* *1 MAR 1928*

Special Survey Fee.... £ *322 : 19 : 0* Received by me, *14-3-28*

Damage Ac. *6 6 0*

Travelling Expenses, if any £ : : :

State whether the Vessel has been built under Special Survey *Yes.* I am of opinion the Vessel should be Classed *100 A1*

Signature *Gas Rennie - Col. Bartlett* Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *SUNDERLAND* Date of issue *8/3/28*

Committee's Minute *TUES. 16 MAR 1928*

Character assigned *+ 100 A1*

White Stk *Lloyd's acct* *+ LMB 2.28 CL.*

" Mph

W189-0159(2/2)

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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.)

South Rock Sunderland on Jan 25-1928, also ② by vessel striking Quay Wall Sunderland on Feb 10-1928.

Damage ① Stern bar fanned in place. Starboard side 3 shell plates (E1, C1, F2) removed, fanned refitted. 4 shell plates (D1, F3, F6, H17) & 3 frames fanned in place. Port side 1 shell plate C1 removed, fanned refitted. 1 shell plate fanned in place (D1). A few shell nuts renewed & part caulking overhauled. Disturbed cement renewed. Gun plate tests satisfactorily tested upon completion.

Damage ② Port side 1 shell plate (F3) also 1 frame & stringer bar all fanned in place. 1 side stringer plate & 2 shell bars removed, fanned refitted. 1 back bar fitted to frame.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	without pin			M.B.	3283	14/9/24	Wt. including pin.		
		cu. ft.	lbs.	cu. ft.				cu. ft.	lbs.	cu. ft.
	2nd "	35	1	19	K.H.	4494	16/8/24	38	3	7.
	3rd "	35	1	25	K.H.	4496	16/8/24	38	3	14.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 36.5 ft., R.Q.D. — ft., Bridge and Forecastle 31.7 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 DK (SPL)

Official No. 160369; Signal Letters — Is bottom of Vessel coated with cement. Yes, if not give particulars of composition

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	134.25	333	Fore peak tank,	20.45	136
Double bottom, under Engines and Boilers,	42.45	184	After peak tank,	20.0	149
Double bottom, if under Engines only,	—	—	Deep tank, aft,	—	—
Double bottom, if under Boilers only,	—	—	Deep tank, forward,	—	—
Double bottom, forward,	144.45	621	Other tanks, if fitted,	—	—
Total capacity of double bottom			(If necessary, furnish further information by sketch.)		
1141.15			—		

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

Order for Special Survey No. 5620

Date 9.2.27

Dates of Surveys held while building

1927. Apr. 20. 21. 26. May 26. 16. 17. June 3. 9. 14. 23. July 14. 16. 11. 13. 15. 18. 21. 25. 28. Aug. 4. 10. 16. 18. 22. 25. 29. 30. 31. Sep. 1. 5. 7. 8. 9. 14. 15. 16. 19. 20. 23. 26. 27. 28. 30. Oct. 4. 5. 7. 10. 11. 12. 14. 18. 20. 27. 31. Nov. 1. 2. 3. 4. 8. 9. 10. 14. 21. 23. 24. Dec. 17. 19. 28. Jan. 26. 27. 31. Feb. 1. 3. 9. 10. 13. 20. 22. Mar. 1

Total No. of Visits 80