

STEEL STEAMER ~~OR~~ MOTORSHIP.

Received at London Office 25 AUG 1925

State if Report has been sent on the Freeboard of the Vessel YesState if Report is sent on the Machinery of the Vessel YesDate of completion of report 24th August 1925 Port of Middlesbrough No. 12439
Survey held at Middlesbrough Date First Survey 5th Aug '24 Last Survey 21st Aug 1925On the (State if Machinery fitted Aft and
if Single, Twin or Triple Screw) S.S. 'Manchester Citizen'State Type (Full Scantling, Complete Superstructure
with or without Tonnage Openings) Complete Superstructure withState Type of Erections Bridge and
to castleTONNAGE under
Tonnage Deck 4697.67CLASS +100A1State if with freeboard
as condition of Class YesBuilt at Hawthornthwaite & Sons, Leeds.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 416.5Breadth (greatest moulded) B 52.75Depth, at middle of length from top of keel to top
of beam at side of uppermost continuous
deck. See Sec. 3 (1c) D 38.5
38.131st Longitudinal Number (L x D) = 158812nd Numeral L x (B + D) = 39518Framing Depth "d," at middle of length. See
Sec. 3 (1d) 17.13Proportions—Depth to Length—Uppermost con-
tinuous deck to top of keel 10.81
Do. Long Bridge to top
of keel 26.2"Draught Moulded 26.2"Launched 21 May 1925 Yard No. 80Builders J. & W. Shill & Co. Ltd.Owners Manchester & Limer Ltd.Managers ✓

(Where necessary to be entered in Reg. Book)

Residence ManchesterPort of Registry ManchesterIf surveyed while building, afloat, and
Yes 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	<u>32 1/2</u>	✓	Bracket Floors, Frame	<u>✓</u>	
" " from 1/2 length to Collision bulkhead	<u>2 1/2 26 3/4</u>	✓	" " Reversed Frame	<u>✓</u>	
" " in peaks	<u>18</u>	✓	" " Vertical Struts	<u>✓</u>	<u>Double 95/143</u>
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<u>43 1/2 x 58</u>	<u>3 1/2 x 58</u>
Frame Amidships, Angle, E or F	<u>11 3 1/2 43</u>	<u>N.S.</u>	" " top Angles <u>double</u>	<u>3 1/2 3 1/2 54</u>	<u>3 1/2 x 58</u>
" " Extends up to	<u>2 1/2 + 3" decks</u>	✓	" " bottom Angles <u>11</u>	<u>5 5 62</u>	<u>4 1/2 x 58</u>
Reversed Frame Amidships, Angle	<u>✓</u>		Side Girders, No. each side and thickness	<u>one 42</u>	✓
" " Extends up to...	<u>✓</u>		Margin Plate depth (excl. of flange) and thickness	<u>44 x 54</u>	<u>+ 6 1/2"</u>
Depth of Framing Girder	<u>✓</u>		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	<u>6 6 46</u>	✓
Frames in Uppermost Continuous 'tween' Decks, Angle, E or F	<u>8 3 1/2 40</u>	✓	" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	<u>6 6 46</u>	<u>close frame spacing</u>
" " Second 'tween Decks, Angle, E or F	<u>11 3 1/2 43</u>	✓	" " Gussets, spacing and scantling abaft 1/4 len. from stem	<u>3 1/2 3 1/2 46</u>	<u>long</u>
" " Third " " " "	<u>8 3 1/2 40</u>	✓	" " Gussets, spacing and scantling forward 1/4 len. from stem	<u>6 6 46</u>	✓
Framing in Peaks, Angle, E or F	<u>8 3 1/2 40</u>	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	<u>7 1/2</u>	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships	<u>7/8" - 5/4"</u>	✓	INNER BOTTOM PLATING.		
State if Frame Joggled	<u>No</u>	✓	Breadth and thickness of Middle Line Strake	<u>7 3/4 x 50</u>	<u>+ 1 1/4 - 0.2</u>
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<u>Frame one 12 x 34 x 46 N.S. Frame cludy space - 2 side str. 1 1/2 x 2 1/2 x 46 from 1/4 len. to 1/4 len. 1 1/2 x 2 1/2 x 46 - 139-149</u>	✓	Thickness of remainder in Holds	<u>4 1/2 / 40</u>	✓
STRENGTHENING OF BOTTOM FOR- WARD. State Particulars	<u>as above</u>	✓	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?	<u>Yes</u>	✓
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle, E or F	<u>9 3 38</u>	✓
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, E or F	<u>" " "</u>	✓
Middle Line Keelson, on Floors, Angles, [or]			Spacing	<u>32 1/2</u>	✓
" " Through Plate or Intercostal Plate			Second Deck, amidships, Angle, E or F	<u>9 3 38 1/2 - 10</u>	✓
" " Foundation Plate on Floors			Spacing	<u>32 1/2</u>	✓
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, E or F	<u>10 3 46</u>	✓
Side Keelsons, No. each side			Spacing	<u>32 1/2</u>	✓
" " thickness of Intercostal Plate...			Fourth Deck, amidships, Angle, [or]		
" " Angles			Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, [or]		
Solid Floors, thickness and spacing	<u>4 1/2 32 1/2</u>	✓	Spacing		
" " Are Frame and Reversed Frame joggled?	<u>no</u>	✓	Bridge Deck, Angle, E or F	<u>9 3 38</u>	✓
Bracket Floors, breadth and thickness at middle line	<u>✓</u>		Spacing	<u>32 1/2</u>	✓
" " breadth and thickness at margin plate	<u>✓</u>		Forecastle Deck, Angle, E or F	<u>7 3 38</u>	✓
			Spacing	<u>21 1/2 18</u>	✓

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.....					one row + 2 deck Girders.				
" in 'tween Decks, Size and Spacing.....					6 3/32 Solids at main & 12 x 12 x 38 and 12 x 12 x 38				
" "									

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES State if jogged? <i>Yes</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	52 ³ / ₄	.80 ✓	.73 ✓	.73 ✓		double	7/8 ✓	3 ¹¹ / ₈ ✓	{ 3 4	1 1	4 4	Strapped Lapped	
„ DBLG. (if any)	37	.50 ✓											
BOTTOM PLATING, No.) of Strakes	3	.62 ✓	.54 ✓	.50 ✓		„	„	„	3/4	7/8	3 ¹ / ₂ / 3 ¹ / ₂	Lapped	
BILGE PLATING, No. of) Strakes	2	.62 ✓	.54 ✓	.50 ✓		„	„	„	3	„	3 ⁹ / ₁₆	„	
SIDE PLATING, No. of) Strakes	4	.62 ✓	.54 / .50 ✓	.50 / .44 ✓		„	„	„	3	„	4 ¹ / ₂ / 3 ⁹ / ₁₆	„	
UPPER DECK, Sheer-) strake in Wells.....	69 ¹ / ₂	—	.66 / .52 ✓	.66 / .47 ✓		„	„	„	5 4 3	1 ¹ / ₇ / 7/8	4 ¹ / ₂ / 3 ⁹ / ₁₆ / 3 ¹ / ₂	„	
UPPER DECK, Sheer-) strake in Bridge62 ✓	.49 ✓	.47 ✓		„	„	„	4/3	7/8	3 ¹ / ₂ / 3 ⁹ / ₁₆	„	
STRAKE BELOW Sheer-) strake in Wells.....		—	.63 / .51 ✓	.63 / .45 ✓		„	„	„	4/3	„	„	„	
STRAKE BELOW Sheer-) strake in Bridge62 ✓	.48 ✓	.45 ✓		„	„	„	3	„	3 ⁹ / ₁₆	„	
POOP SIDE PLATING		✓											
BRIDGE SIDE PLATING54 ✓							3 ✓	„	3 ¹ / ₂ ✓	„	
FORECASTLE SIDE PLATING			.60 / .36 ✓			Single	„	3 ¹ / ₄ ✓	2	„	3 ⁹ / ₈ ✓	„	

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

WATER-TIGHT BULKHEADS.		Casting or Forging.		Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
Total No. of W.T. BULKHEADS in Vessel—						
Extending to Upper Deck (Sec. 3 c).....		one				
" Deck next below.....		Six and Two to 3 rd Deck.				
As per Rule. Six to 2 nd + one to upper.						
		STIFFENERS.				
		Plating Thickness.	VERTICAL.	HORIZONTAL.		
			Scantlings. Spacing.	Scantlings. Spacing.		
MIDSHIP BULKH'D, Upper tween decks						
"	" Second "					
"	" Lower "	30/26	15x23x30	30/29	✓	✓
"	" " "	46/29	61x24x44	30/29	✓	✓
"	" Holds	52/34	61x34x75	24	Two Semi Box	
COLLISION	" (in Hold)	7/8	48/30	510x24x44	26	10x24x50 C
AFTER PEAK	" "		30	61x24x34		24x24x26 Top.
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)		open hearth.				
STEEL.		South Durham (Strickland & Hartnoll) Bessemer Steel, Skinningrove, Dorman & Co. Eng.				
Has the Steel been tested as required by the Rules?		✓				

EQUIPMENT No. 40907										LETTER b +		ANCHORS.			
Number of Certificate.	Anchors.	WEIGHT, AS 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.			
40888	1st Bower ...	74	0	10	47	1	19	55	15	0	0	72.5	Jellums Storhøen	Jellums Bros	Cradley Heath 21.4.25 S.C. Panel
40656	2nd " ...	71	0	7	46	2	7	54	5	0	0	72.5	"	"	"
40889	3rd " ...	64	2	15	40	2	12	50	17	2	0	62	"	"	"
	Collective weight.	209	3	4								207			
87384	Stream	20	2	0	5	0	20	21	3	3	0	20.5	Iron Stock	Not stated	Netherton 23.2.25 H. Green

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.	Inch.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Inch.					Fathoms.	Inch.	Tons.	Fathoms.	Inch.
76670	300	2 7/8	10 1/2	14 1/2	8 1/4	1	19	8 1/4	300	2 7/8	Shad & Sons	Not Stated	Netherton 23.2.25	TOWLINE...	130	5	71	130	5 1/2
76727	✓	2 7/8	10 1/2	14 1/2	2	2	18				"	"	" 11.4.25 L. Warrington	HAWSERS (& WARPS)	40 100	2 3/4	15 1/2	40 100	2 3/4
76728	✓	"	"	"	2	2	14				"	"	"	"	90	2 1/2	11 1/2		
76726	✓	"	"	"	2	2	13				"	"	"	"	90	2 1/4	9 1/2		
Iron Stream Chain or Steel Wire	120	4 1/2		69					120	5	F.S.W. Warrington			"	2090	7"	Handla.		

Steering Gear, Steam Haste - Del Geen McJagant & Seth. Steering Gear, Hand Blohm & Tachle led to winch.

Boats 2 @ 28'-0" and 2 @ 22'-0" Steering Chains, Size and Test None. Windlass Steam (Enorm Water & Johnson)

Ceiling in Holds, thickness and material 2 1/2" on 1 1/2" from deck. Cargo Battens, thickness, material and spacing 2 1/2" gal. tubes in Laminated Deck. No Spacing in Shell. Deck at 10" Sh.

Cargo Hatchways.-(Upper Deck) steel plate, bulwark sample Thickness of Hatches 3"

Size of No. 1 Hatchway (Forward) 26'-3" x 17'-1 1/2" No. 2 24'-9" x 15'-3 1/2" No. 3 16'-3" x 14'-3 1/2" No. 4 16'-3" x 14'-3 1/2" No. 5 24'-9" x 14'-3 1/2" No. 6 28'-9" x 14'-3 1/2"

Number of Shifting Beams and/or Fore and Afters 5 in Nos 1, 2, 5 and 6 ; 3 @ Nos 3 & 4.

FOR FURNESS SHIPBUILDING CO. LIMITED

Builder's Signature

R. Boardman.

GENERAL DECLARATION This vessel has been built in accordance with the approved plans, the Rules, and the Secretary's letters of 21st June 1924 - 8th August 1925. The Materials & Workmanship are good. The assigned freeboards have been cut in on the ship's side and verified. The double bottom, fore and after peaks, deck tanks, oil bunkers, weather decks, watertight bulkheads, tunnel, pump & Peak tank w.t. down have been tested in accordance with the rules and found satisfactory. The S.B. Tanks forward of engine room are arranged for the carriage of fuel oil and the vessel is in my opinion eligible for the notation "carrying and burning oil fuel flash point above 150° F. (see Engine Report). The vessel is fitted with a steel hull 95-143 frames. Steam & Stux gear tried with satisfactory results. Winches & Windlass tried under working conditions found satisfactory. Cargo battens are not fitted in the upper tween & bridge deck spaces. 5 Engine certificates together with the approved plans as detailed hereafter are forwarded herewith. Profile, deck & mid. sect (as built) are also herewith. List of Plans. Profile & Deck, mid section, framing, stem frame & midship, oil fuel bunkers & deck tanks, pillars and girders, riveting scheme, hull riveting, riveting frame & margin, w.t. bulk & framing, parting aft of peak, stern strengthening, ribs casing, Shell extension at end, struts in main space, ash plate, cargo down, tunnel and steering hatch doors & framing plans.

The amount of Entry Fee £ 9 : 0 : 0

Special Survey Fee.... £ 333 : 4 : 0

Freeboard

Travelling Expenses, if any £ 11 : 0 : 0

Fees applied for,

20 Aug 1925

Received by me,

20 Aug 1925

After vessel introduced Enmore.

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

State whether the Vessel has been built under Special Survey

Yes.

Signature

R. Fairley & M. Seddon

Surveyors to Lloyd's Register of Shipping.

Hull Certificate to be sent to Indb. W. Hpl

Date of issue 3/10/25

Committee's Minute FRI. 28 AUG 1925

Character assigned

100A1 with freeboard

Lloyd's as C.P.

+ L.M.B. 7.25. C.L.

Fitted for oil fuel 7.25 F.P. above 150° F.

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 vessel has been placed in Messrs Smith's Dry Dock at South Bank and bottom, rudder & stem frame examined, found in good condition and coated.

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

1st Bower	45 - 2 - 24	SAW	170	27 Jan '25
2nd "	44 - 2 - 0	SAW	136	11 Dec '24
3rd "	37 - 3 - 23	M.G.	1388	12 Jan '21.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge 127.29 ft., Forecastle 35.75 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) Two Complete Steel Decks and 3rd Deck in No. 1, 2 & 3 Hds
Official No. 147409; Signal Letters
Is bottom of Vessel coated with cement ☒ Cement fillets ex. under Rivets. Cement if not given joined.
particulars of composition ☒

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	108.5	353	Fore peak tank,	20	74
Double bottom, under Engines and Boilers,			After peak tank,	16.5	97
Double bottom, if under Engines only,	40.6	209	Deep tank, aft,	32.5	859
Double bottom, if under Boilers only,			Deep tank, forward,	32.5	938
Double bottom, forward, under Boilers *	194.6	724	Other tanks, if fitted, oil fuel Tanks in E.R. (P.O.S.)	13.5	184
Total capacity of double bottom		1286	(If necessary, furnish further information by sketch.)		

* Arranged for carriage of fuel oil flash point above 150°F.
* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 1403

Date 22.9.24.

Dates of Surveys held while building

1924. Aug. 5. 15. 27. 28. Sep. 1. 2. 3. 5. 28. 29. Oct. 3. 7. 17. 20. 23. 28. 29. 31. Nov. 3. 5. 7. 10. 11. 12. 13. 17. 19. 20. 24. 25. 26. 28. Dec. 1. 2. 8. 9. 10. 12. 16. 17. 18. 19. 22. 23. 24. 30. 1925 Jan. 6. 7. 8. 9. 12. 13. 14. 19. 21. 23. 27. 28. 30. Feb. 3. 9. 12. 16. 18. 19. 23. 25. Mar. 4. 6. 10. 11. 18. 21. 24. 25. 27. 30. 31. Apr. 2. 6. 7. 9. 14. 15. 17. 20. 21. 23. 24. 27. 29. May. 1. 4. 5. 6. 7. 8. 11. 14. 18. 20. 21. 22. 25. Jun. 3. Jul. 21. 23. 27. 28. 31. Aug. 4. 5. 7. 11. 12. 24.

Total No. of Visits 118.