

## STEEL STEAMER or MOTORSHIP.

Received at London Office

13 MAY 1926

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 *4<sup>th</sup> May 1926.*Port of *Barrow-in-Furness*No. *2179*Survey held at *Barrow*Date First Survey *7<sup>th</sup> July 1925*Last Survey *1<sup>st</sup> May 1926*On the (State if Machinery fitted Aft and  
(if Single, Twin or Triple Screw))*Single screw steamer "Nova Scotia"*State Type (Full Scantling, Complete Superstructure  
with or without Tonnage Openings)*Complete Superstructure*State Type of Erections *Bridge & Y. etc.*TONNAGE under  
Tonnage Deck *5388.41*CLASS *100 A.1*State if with freeboard  
as condition of Class *Yes*Built at *Barrow-in-Furness*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 110.5*Breadth (greatest moulded) *B 55.25*Depth, at middle of length from top of keel to top  
of beam at side of uppermost continuous  
deck. See Sec. 3 (1c) *D 34.33*1st Longitudinal Number (L x D) *= 13905*2nd Numeral L x (B + D) *= 36280*Framing Depth "d" at middle of length. See  
Sec. 3 (1d) *22.2*Proportions—Depth to Length—Uppermost con-  
tinuous deck to top of keel *11.8*Do. Long Bridge to top  
of keel *9.5*Draught Moulded *25'-3"*Launched *29 January 1926* Yard No. *623*Builders *Hickars Ltd*Owners *Warren Line Ltd*Managers *Furness Withy & Co Ltd*  
(Where necessary to be entered in Reg. Book.)Residence *Liverpool*Port of Registry *Liverpool*If surveyed while building, afloat, & in dry dock *Yes*REGISTERED DIMENSIONS.  
FEET.Length *110.5*Breadth *55.45*Depth *31.8*

## 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>	<i>30 1/2</i>		<b>Bracket Floors, Frame</b>	<i>4 1/2</i> <i>(3)</i> <i>40</i>	
" " from 1/2 length to Collision bulkhead	<i>24</i>		" " Reversed Frame	<i>4</i> <i>3</i> <i>40</i>	
" " in peaks	<i>24</i> <i>18"</i>		" " Vertical Struts	<i>4 1/2</i> <i>40</i> <i>Plate</i>	
<b>IDE FRAMING.</b>	<i>3 1/2</i>		<b>Centre Girder, depth and thickness amidships</b>	<i>4 1/2</i> <i>(3 1/2)</i> <i>50</i>	
<b>Frame Amidships, Angle, [ or ]</b>	<i>1/2</i> <i>(3)</i> <i>40</i>		" " top Angles	<i>3 1/2</i> <i>3 1/2</i> <i>52</i>	
" " Extends up to	<i>Bridge Deck</i>		" " bottom Angles	<i>4</i> <i>4</i> <i>58</i>	
<b>Reversed Frame Amidships, Angle</b>	<i>1/2</i> <i>4</i> <i>54</i>		<b>Side Girders, No. each side and thickness</b>	<i>6</i> <i>40</i>	
" " Extends up to	<i>2nd Deck</i>		<b>Margin Plate depth (excl. of flange) and thickness</b>	<i>38"</i> <i>52</i>	
<b>Depth of Framing Girder</b>	<i>10 1/2</i>		" " Vertical Angle to Tank side	<i>5</i> <i>5</i> <i>50</i>	
<b>Frames in Uppermost Continuous 'tween Decks, Angle, [ or ]</b>	<i>1/2</i> <i>3</i> <i>40</i>		" " Bracket abaft 1/2 len. from stem	<i>5</i> <i>5</i> <i>50</i>	
" " <b>Second 'tween Decks, Angle, [ or ]</b>	<i>✓</i>		" " Vertical Angle to Tank side	<i>5</i> <i>5</i> <i>50</i>	
" " <b>Third " " " "</b>	<i>✓</i>		" " Bracket forward 1/2 len. from stem	<i>5</i> <i>5</i> <i>50</i>	
<b>Framing in Peaks, Angle, [ or ]</b>	<i>8</i> <i>3 1/2</i> <i>40</i>		" " Gussets, spacing and scantling abaft 1/2 len. from stem	<i>Every frame 6-7/8 inch</i>	
<b>Diameter and Spacing of Rivets through Shell Plating</b>	<i>1/8</i> @ <i>5 1/4</i>		" " Gussets, spacing and scantling forward 1/2 len. from stem	<i>Continuous 8-7/8 inch</i>	
<b>State if Frame Joggled</b>	<i>Yes</i>		<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	<i>10"</i> <i>40</i>	
<b>PANTING ARRANGEMENTS (Sec. 7), state system and particulars</b>	<i>Deep Framing and Two Stringers</i>		<b>INNER BOTTOM PLATING.</b>		
<b>STRENGTHENING OF BOTTOM FOR WARD. State Particulars</b>	<i>Asable frame and extra thickness</i>		Breadth and thickness of Middle Line Strake	<i>5 1/2</i> <i>50</i>	
<b>SINGLE BOTTOM.</b>			Thickness of remainder in Holds	<i>4 1/2</i>	
<b>Floors, Depth and thickness at mid-line in Holds</b>	<i>✓</i> <i>✓</i> <i>✓</i>		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?	<i>Yes</i>	
Height of Brackets at side above base line at toe of frame	<i>✓</i> <i>✓</i> <i>✓</i>		<b>BEAMS.</b>		
<b>Middle Line Keelson, on Floors, Angles, [ or ]</b>	<i>✓</i> <i>✓</i> <i>✓</i>		<b>Uppermost Continuous Deck, amidships in Wells, Angle, [ or ]</b>	<i>10</i> <i>3 1/2</i> <i>40</i>	
" " Through Plate or Intercoastal Plate	<i>✓</i> <i>✓</i> <i>✓</i>		" " in way of Bridge, Angle, [ or ]	<i>8</i> <i>3 1/2</i> <i>46</i>	
" " Foundation Plate on Floors	<i>✓</i> <i>✓</i> <i>✓</i>		Spacing	<i>30 1/2</i>	
" " Flat Plate Keel Angles	<i>✓</i> <i>✓</i> <i>✓</i>		<b>Second Deck, amidships, Angle, [ or ]</b>	<i>4</i> <i>3 1/2</i> <i>40</i>	
<b>Side Keelsons, No. each side</b>	<i>✓</i> <i>✓</i> <i>✓</i>		Spacing	<i>30 1/2</i>	
" " thickness of Intercoastal Plate	<i>✓</i> <i>✓</i> <i>✓</i>		<b>Third Deck, amidships, Angle, [ or ]</b>	<i>11</i> <i>3 1/2</i> <i>44</i>	
" " Angles	<i>✓</i> <i>✓</i> <i>✓</i>		Spacing	<i>30 1/2</i>	
<b>DOUBLE BOTTOM.</b>			<b>Fourth Deck, amidships, Angle, [ or ]</b>	<i>✓</i> <i>✓</i> <i>✓</i>	
<b>Solid Floors, thickness and spacing</b>	<i>40</i> <i>9 1/2</i>		Spacing	<i>✓</i> <i>✓</i> <i>✓</i>	
" " Are Frame and Reversed Frame joggled?	<i>Yes</i>		<b>Poop Deck, Angle, [ or ]</b>	<i>✓</i> <i>✓</i> <i>✓</i>	
<b>Bracket Floors, breadth and thickness at middle line</b>	<i>37</i> <i>40</i>		Spacing	<i>✓</i> <i>✓</i> <i>✓</i>	
" " breadth and thickness at margin plate	<i>36</i> <i>40</i>		<b>Bridge Deck, Angle, [ or ]</b>	<i>8</i> <i>3 1/2</i> <i>46</i>	
			Spacing	<i>30 1/2</i>	
			<b>Forecastle Deck, Angle, [ or ]</b>	<i>7</i> <i>3</i> <i>37 1/2</i>	
			Spacing	<i>24</i> <i>3</i> <i>37 1/2</i>	
				<i>48</i> <i>3</i> <i>37 1/2</i>	



PILLARS AND DECKS.		
	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
<b>PILLARS, No. of Rows.....</b>	<i>One Row</i>	
" in 'tween Decks, Size and Spacing.....		
" " " " "		
" in Holds " "		
" " " " "		
<b>Centre Line Bulkhead.</b>		
Stiffeners and Spacing.....	<i>5 in. Depth</i>	
Plating, thickness of .....	<i>8x8x46</i>	
<b>STRINGERS AND DECKS.</b>		
<b>Uppermost Continuous Deck.</b>		
Stringer Plate, breadth and thickness in Wells	<i>58</i>	<i>.64</i>
" " " " in way of Bridge	<i>44</i>	<i>.40</i>
" Angle in Wells .....	<i>6</i>	<i>.64</i>
Thickness of Plating abreast Deck openings in way of Wells .....	<i>.42</i>	
Thickness of Plating abreast Deck openings in way of Bridge .....	<i>.36</i>	
If Sheathed, material and thickness .....	<i>2 1/2 P.P.</i>	
<b>Second Deck.</b>		
Stringer Plate, breadth and thickness in Wells...	<i>44</i>	<i>.40</i>
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 .....		
If Sheathed, material and thickness .....		
<b>Third Deck.</b>		
Stringer Plate, breadth and thickness .....	<i>44</i>	<i>.38</i>
If Plated, state thickness.....		<i>.32</i>
<b>Fourth Deck.</b>		
Stringer Plate, breadth and thickness .....		
If Plated, state thickness .....		
<b>Poop Deck.</b>		
Stringer Plate, breadth and thickness .....		
Plating, Sheathing, material and thickness .....		
<b>Bridge Deck.</b>		
Stringer Plate, breadth and thickness.....	<i>58</i>	<i>.40</i>
Plating, Sheathing, material and thickness .....	<i>.36</i>	<i>2 1/2 P.P.</i>
<b>Forecastle Deck.</b>		
Stringer Plate, breadth and thickness.....	<i>58</i>	<i>.36</i>
Plating, Sheathing, material and thickness .....		<i>.36</i>

SCANTLINGS.					ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.		EDGES. State if Joggled? <i>No.</i>		RIVETING.				
STRAKES.	AS IN VESSEL.						SINGLE OR DOUBLE.	RIVETS.		No. of ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	AMIDSHIPS.		FORWARD.					Diam.	Spacing or to cr.		Diam.	Spacing or to cr.	
	Breadth.	Thickness.	Thickness.	Thickness.									
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.		
FLAT PLATE KEEL .....	<i>51</i>	<i>.81</i> ✓	<i>.41</i>	<i>.41</i>	✓	<i>Double</i>	<i>1</i>	<i>3 3/4</i>	<i>Quadruple</i>	<i>1</i>	<i>4</i>	<i>lapped</i>	
" DELG. (if any)	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	
BOTTOM PLATING, No. of Strakes ..... <i>4</i> .....	✓	<i>.62</i>	<i>.48</i>	<i>.48</i>	✓	<i>Double</i>	<i>1/8</i>	<i>3 3/8</i>	<i>Quadruple</i>	<i>1/8</i>	<i>3 1/2</i>	<i>lapped</i>	
BILGE PLATING, No. of Strakes ..... <i>1</i> .....	✓	<i>.62</i>	<i>.46</i>	<i>.46</i>	✓	<i>"</i>	<i>3/8</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
SIDE PLATING, No. of Strakes ..... <i>4</i> .....	✓	<i>.62</i>	<i>.46</i>	<i>.46</i>	✓	<i>"</i>	<i>"</i>	<i>"</i>	<i>Little</i>	<i>"</i>	<i>3/8</i>	<i>"</i>	
UPPER DECK, Sheer- strake in Wells.....	<i>50</i>	<i>.44</i>	<i>.46</i>	<i>.46</i>	✓	<i>"</i>	<i>1</i>	<i>3 3/4</i>	<i>Quadruple</i>	<i>1</i>	<i>4</i>	<i>"</i>	
UPPER DECK, Sheer- strake in Bridge ...	<i>50</i>	<i>.62</i>	✓	✓	✓	<i>"</i>	<i>1/8</i>	<i>3 3/8</i>	<i>"</i>	<i>1/8</i>	<i>3 1/2</i>	<i>"</i>	
STRAKE BELOW Sheer- strake in Wells.....	<i>50</i>	<i>.69</i>	<i>.46</i>	<i>.46</i>	✓	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
STRAKE BELOW Sheer- strake in Bridge ...	<i>50</i>	<i>.62</i>	✓	✓	✓	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
POOP SIDE PLATING .....	✓	✓	✓	✓									
BRIDGE SIDE PLATING ...	✓	<i>.56</i>	✓	✓	✓	<i>Double</i>	<i>1/8</i>	<i>3 3/8</i>	<i>Triple</i>	<i>1/8</i>	<i>3/8</i>	<i>"</i>	
FORECASTLE SIDE PLATING	✓	<i>.42</i>	✓	✓	✓	<i>"</i>	<i>1/8</i>	<i>2 1/2</i>	<i>"</i>	<i>3/4</i>	<i>2 3/8</i>	<i>"</i>	

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

Extending to Upper Deck (Sec. 3 c)	<i>Six</i>
„ Deck next below	<i>Two</i>
As per Rule	<i>Six</i>

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar</b> .....	<i>Hot Plate</i>	<i>5 1/2 x 8 1/2</i>		
<b>STEM</b> .....	<i>Roll'd Bar</i>	<i>10" x 2 1/2"</i>		
<b>STERN FRAME</b> {	Propeller Post .....	<i>Forging</i>	<i>10 1/2 x 8 1/8"</i>	<i>Lundeland Forge</i>
	Rudder " .....	<i>"</i>	<i>9 x 8 1/8"</i>	<i>"</i>
<b>RUDDER—A x D</b> .....	<i>"</i>	<i>5 2 1/4</i>		
<b>Speed of Vessel</b> .....	<i>14 Knots</i>			
<b>RUDDER</b> mainpiece at head .....	<i>Forging</i>	<i>11 3/4"</i>	<i>Bochumer Verein</i>	
" " heel .....	<i>"</i>	<i>8 3/8"</i>	<i>"</i>	
" how constructed .....	<i>Forged arm &amp; mainpiece</i>			
" double or single plate .....	<i>Single Plate</i>	<i>1 1/2"</i>		
" coupling, vertical or .....	<i>Horizontal</i>			
" horizontal .....				

ANCHORS.

## HAWSERS AND WARPS.

Steering Gear, Steam *Hastur (Whim Pirrie type)* Steering Gear, Hand *Emergency gear from after winch*  
Boats *Six 28ft lifeboats* Steering Chains, Size and Test *✓* Windlass *Clark Chapman & Co.*  
Ceiling in Holds, thickness and material *3" WP in wake of hatches* Cargo Battens, thickness, material and spacing *6" x 2" WP spaced 9" apart*  
Cargo Hatchways.—(Upper Deck) *30" high x 44* Thickness of Hatches *3"*  
Size of No. 1 Hatchway (Forward) *26' x 16'* No. 2 *24' 1/2 x 18'* No. 3 *33' 0 1/2 x 18'* No. 4 *20' 4" x 16'* No. 5 *✓* No. 6 *✓*  
Number of Shifting Beams *and Fore and Aft Beams* *No 1—Four; No 2—Five; No 3—Seven; No 4—Three*  
For VICKERS Limited.  
Builder's Signature *B. W. J. Smith* DIRECTOR.

GENERAL DECLARATION This vessel is similar to the 9s "Newfoundland" (Barrow/Sp 11° 2133), and has been constructed in accordance with the approved plans and in compliance with the Rules and instructions contained in the Secretary's letter. The materials and workmanship are good.

The keelboard assigned by the Committee as set forth in the Secretary's letter dated the 15<sup>th</sup> February, 1926, has been marked on the vessel's side and verified.

The bulkheads, weather decks, gutterways, tunnel and watertight doors have been hoist tested, and the double bottom, cofferdams, fore and after peak tanks, deep tanks, oil fuel bunkers and pumps have been tested as proscribed in the Rules and found satisfactory.

The amount of Entry Fee .....	£ 10 : 0 : 0	✓	Fees applied for, 5 <sup>th</sup> May 1926	I am of opinion the Vessel should be Classed 100 A.1 with freeboard.
Special Survey Fee....	£ 369 : 18 : 0	✓	Received by me, 5 <sup>th</sup> May 1926	
Travelling Expenses, if any £	12 : 0 : 0			

State whether the Vessel has been built under Special Survey Yes Signature Wm Cowie  
Certificate to be sent to Barrow Date of issue 20/7/26 Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
Character assigned 100A1 with Freeboard.

Lloyd's A.C.P. + L.M.A 5.26 F.D. C.D.  
Filled for Oil Fuel 5.26 J.D. above 150°F.

1/10/1947

W263-6012-72



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 approved plans noted below are being returned to London, together with a midship section and profile plan as built:

Midship section, Profile & Decks, Deep Tank and Oil fuel bunkers;

Pillars Girders & hatches; Panting arrangement and strengthening of bottom forward; Cargo doors,

Stern frame & rudder, Bilge & Ballast pumping arrangement; Additional door through shell,

Cruiser stern; modified arrangement of Forward Oil bunkers; Amended Cattle doors; Tank top plating;

Bilge Ballast & Oil fuel Suctions (2 sets); Bridge Deck Superstructure;

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

1st Bower <sup>cut 8th 16th</sup> 41-1-22; MIB; 2298 *Dumeldorf* 15<sup>th</sup> October 1925.  
2nd " 40-3-18; KH; 3644 *Ko* 28<sup>th</sup> September 1925.  
3rd " 34-3-26; KH; 3692 *Ko* 14<sup>th</sup> December 1925.



PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge 145 ft., Forecastle 42 ft.  
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *no poop*.

No. and Material of Decks and No. of tiers of Beams (this information is to be given as it should appear in the Register Book)

2 dks (steel) (weather dk - pt 48) 3<sup>rd</sup> dk (steel) in holds

Official No. 147363; Signal Letters

If bottom of Vessel has been coated Inside *Yes* give

particulars of composition *Cement in RK tanks (except K<sup>1</sup> 374); Poffordams & Bilge Bitumastic Enamel; Sills, tween decks &c 2 coats of paint.*

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length.		Water Capacity.	Where Fitted.	*Length.		Water Capacity.
	Feet.	Tons.			Feet.	Tons.	
Double bottom, aft,	✓ 96.58	232 ✓	Fore peak tank,			41 ✓	
Double bottom, under Engines and Boilers,			After peak tank,			126 ✓	
Double bottom, if under Engines only,	✓ 40.66	176 ✓	Deep tank, aft, (2 side bunkers 0.4 or 0.5 = 236 tons)		22.875	354 ✓	
Double bottom, if under Boilers only,	✓ 40.66	184 ✓	Deep tank, forward, Oil fuel or Water Ballast.		22.875	291 ✓	
Double bottom, forward,	✓ 151.5	449 ✓	Other tanks, if fitted,				
Total capacity of double bottom			1041	(If necessary, furnish further information by sketch.)			

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

329.20

Order for Special Survey No.

Date 6<sup>th</sup> July 1925

Dates of Surveys held while building

1925: July 7, 8, 10, 9, 16, 21, 24, Aug 10, 12, 12, 14, 17, 18, 19, 20, 21, 23, 24, 25, 27, 28, 31, Sept 1, 2, 3, 4, 7, 8, 11, 14, 16, 23, 24, 29, Oct 2, 4, 8, 9, 12, 14, 16, 17, 30, Nov 3, 9, 13, 23, 26, 27, 28, Dec 1, 2, 3, 4, 9, 11, 15, 16, 22, 23, 29, 31, 1926: Jan 2, 8, 11, 12, 14, 20, 21, 25, 27, 29, 30, Feb 1, 4, 5, 8, 9, 10, 12, 13, 15, 16, 18, 22, 23, 24, 25, 26, Mar 2, 3, 4, 5, 8, 10, 12, 19, 24, 29, 30, Apr 3, 13, 20, 27, May 1

Total No. of Visits 100