

STEEL STEAMER OR MOTORSHIP

Received at London Office 25 OCT. 1924

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

24 10 24

Port of *Sunderland.*No. *28939*

Survey held at

Sunderland

Date First Survey

28 March 24

Last Survey

17 October 1924

On the (State if Machinery is Single, Twin or Triple Screw)

*Single Screw Steamer**"QUEENWORTH" (Machinery aft).*

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

Full Scantling

State Type of Erections

R. & S. & Forecastle.

TONNAGE under Tonnage Deck

*1595.83*CLASS *100A1.*

State if with freeboard as condition of Class

710

Built at

Sunderland.

Do. of space or spaces between Tonnage Deck 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 274.6

Launched

*16.9.24*Yard No. *307*

Breadth (greatest moulded)

B 39.66

Builders

S. F. Austin & Son Ltd.

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

*D 18.10*Owners *The Warrgate Steam Shipping Co. Ltd.*

Total

1595.83

Gross Tonnage

2065.06

Register Tonnage

1162.61

1st Longitudinal Number (L x D)

*= 5560*Managers *T. S. Dalglisch*

(Where necessary to be entered in Reg. Book)

2nd Numeral L x (B + D)

*= 16451*Residence *Sandhill, Newcastle-on-Tyne.*

REGISTERED DIMENSIONS. FEET.

Length

275.00

Breadth

39.90

Depth

18.10

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

UPPER 17.00

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

UPPER 13.56

Long Bridge to top of keel

UPPER 11.24

Draught Moulded

*18.2"*Port of Registry *Newcastle.*

If surveyed while building, afloat, or in dry dock

Building & afloat.

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	27		Bracket Floors, Frame		
" " from $\frac{1}{2}$ length to Collision bulkhead	27 + 23 $\frac{1}{2}$		" " Reversed Frame		
" " in peaks	23 $\frac{1}{2}$		" " Vertical Struts		
WIDE FRAMING.			Centre Girder, depth and thickness amidships	34 $\frac{1}{2}$	44
Frame Amidships, Angle, $\frac{1}{4}$ or $\frac{1}{2}$	UPPER Dk. 9 3 38 R. & S. Dk. 10 3 $\frac{1}{2}$ 45	10 x 3 $\frac{1}{2}$ x 44	" " top Angle SINGLE	6 6 41	5 x 5 x 41
" " Extends up to	Upper Dk. 5 Ks.		" " bottom Angle SINGLE	6 6 45	
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	one 33	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	39	
Depth of Framing Girder	9" x 10"		" " Horiz. Vertical Angle to Tank side	3 3 33	
Frames in Uppermost Continuous Tween Decks, Angle, $\frac{1}{4}$ or $\frac{1}{2}$			" " Horiz. Vertical Angle to Tank side	3 3 33	
" " Second Tween Decks, Angle, $\frac{1}{4}$ or $\frac{1}{2}$			" " Gussets, spacing and scantling		
" " Third " " " "			" " Gussets, spacing and scantling		
Framing in Peaks, Angle or $\frac{1}{4}$	6 3 32	6 x 3 x 29	Tank Side Brackets, height above base line at toe of Frame and thickness	63 x 36 in way of Upper Deck 66 x 36 in way of R. & S. Deck	
Diameter and Spacing of Rivets through Shell Plating	$\frac{3}{4}$ - 5 $\frac{1}{2}$ x 4 $\frac{1}{2}$		INNER BOTTOM PLATING.		
State if Frame Joggled	710		Breadth and thickness of Middle Line Strake	44 $\frac{1}{2}$	50
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	Deep Framing Side stringers as approved. Double frames Midship Shell		Thickness of remainder in Holds		50
STRENGTHENING OF BOTTOM FOR WARD. State Particulars	Thickened frame Transverse and longitudinal girders.		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.	
DOUBLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships	8 $\frac{1}{2}$ 3 40	
Height of Brackets at side above base line at toe of frame			" " in way of Hatchways	6 3 $\frac{1}{2}$ 35	5 x 3 $\frac{1}{2}$ x 34
Middle Line Keelson, on Floors, Angles, $\frac{1}{4}$ or $\frac{1}{2}$			" " Spacing	27	
" " Through Plate or Intercoastal Plate			RAISED QUARTER		
" " Foundation Plate on Floors			Second Deck, amidships, Angle, $\frac{1}{4}$ or $\frac{1}{2}$	7 $\frac{1}{2}$ 3 39	
" " Flat Plate Keel Angles			" " in way of Hatchways	6 3 $\frac{1}{2}$ 35	5 x 3 $\frac{1}{2}$ x 34
Side Keelsons, No. each side			" " Spacing	27	
" " thickness of Intercoastal Plate			Third Deck, amidships, Angle, $\frac{1}{4}$ or $\frac{1}{2}$		
" " Angles			" " Spacing		
DOUBLE BOTTOM.			Fourth Deck, amidships, Angle, $\frac{1}{4}$ or $\frac{1}{2}$		
Solid Floors, thickness and spacing	35 27		" " Spacing		
" " Are Frame and Reversed Frame joggled?	710		Poop Deck, Angle, $\frac{1}{4}$ or $\frac{1}{2}$		
Bracket Floors, breadth and thickness at middle line			" " Spacing		
" " breadth and thickness at margin plate			Bridge Deck, Angle, $\frac{1}{4}$ or $\frac{1}{2}$		
			" " Spacing		
			Forecastle Deck, Angle, $\frac{1}{4}$ or $\frac{1}{2}$	6 3 32	
			" " Spacing	23 $\frac{1}{2}$	

PILLARS AND DECKS.

		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....	<i>one - two</i>		
" in 'tween Decks, Size and Spacing.....	<i>under Windlass</i>		
" " " " " "	<i>2 1/2 - 47</i>		
" " " " " "	<i>✓</i>		
" in Holds " " " "	<i>Large brackets</i>		
" " " " " "	<i>in line</i>		
Centre Line Bulkhead.			
Stiffeners and Spacing			
Plating, thickness of			
STRINGERS AND DECKS.			
Uppermost Continuous Deck.			
Stringer Plate, breadth and thickness in Wells	<i>79 1/2</i>	<i>76</i>	
" " " " " in way of Bridge	<i>✓</i>		
" Angle in Wells	<i>6 6</i>	<i>66</i>	
Thickness of Plating abreast Deck openings in way of Wells	<i>76</i>	<i>60</i>	
Thickness of Plating abreast Deck openings in way of Bridge	<i>34</i>	<i>30</i>	
If Sheathed, material and thickness	<i>no sheathing</i>		
RAISED QUARTER			
Second Deck.			
Stringer Plate, breadth and thickness in Wells	<i>75</i>	<i>63</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			
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			
Plating, Sheathing, material and thickness			
Bridge Deck.			
Stringer Plate, breadth and thickness			
Plating, Sheathing, material and thickness			
Forecastle Deck.			
Stringer Plate, breadth and thickness	<i>26</i>	<i>32</i>	
Plating, Sheathing, material and thickness	<i>30</i>	<i>26</i>	

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.			SINGLE OR DOUBLE.	Diam.		Spacing cr. to cr.	Diam.		Spacing cr. to cr.
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.		
FLAT PLATE KEEL	44	58	54	54		DOUBLE	7/8	3 3/8	3R-FULL L	7/8	3 1/8	STRAPPED (OUTSIDE)	
" DBLG. (if any)	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	
BOTTOM PLATING, No. of Strakes 3.....	72	50	50	44		"	3/4	3	3R FULL L	3/4	2 5/8	LAPPED	
BILGE PLATING, No. of Strakes ONE.....	52 1/2	50	44	44		"	"	"	3R TO 2R	"	"	"	
SIDE PLATING, No. of Strakes 2.....	60	50	44	44		"	"	"	"	"	"	"	
UPPER DECK, Sheer-strake in Well.....	47	66	40	✓		"	7/8	3 3/8	4R TO 3R	7/8	3/4	3 1/2	2 5/8
STRAKE BELOW UPPER DECK, Sheer-strake in Bridge...	BREAK. 58 1/2	56	40	✓	60"	"	"	"	3R FULL L	7/8	3/4	3 1/2	2 5/8
STRAKE BELOW SHEER-strake in Wells.....	AFT 38 1/2	50	✓	44	60"	"	3/4	3	3R TO 2R	3/4	2 5/8	"	"
RAISED QUARTER DECK. STRAKE BELOW SHEER-strake in Bridge...	51	55	✓	40		"	7/8	3 3/8	"	7/8	3/4	3 1/2	2 5/8
STRAKE BELOW RAISED QUARTER DECK PLATING.....	BREAK. 47	50	✓	40		"	3/4	3	"	3/4	2 5/8	"	"
QUARTER DECK SHEER-strake in Bridge...	✓	✓	✓	✓									
FORECASTLE SIDE PLATING	✓	✓	34	✓		Single	3/4	3	one	3/4	2 5/8	LAPPED	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—						5
Extending to Upper Deck (Sec. 3 c)						} 2 to upper Deck } 3 to Lower Deck
Deck next below						✓
As per Rule						4

				STIFFENERS.			
				VERTICAL.		HORIZONTAL.	
				Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Tween decks...							
"	"	"					
"	"	"					
"	"	"					
"	"	"					
"	"	"					
"	"	"					
"	"	"					
"	"	"					
"	"	"	Holds (Peak Tank)	30	[11x3in 60]	24	✓
"	"	"	(in Hold)	45-33	[7x3in 80] [4x2in 30]	24	one semi-spec beam in peak. cabin sole & one or 2x 40.] ✓
"	"	"	60-32	[5x3in 60]	24	one or 2x 40.] ✓

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		<i>Flat plate keel</i>		
STEM		<i>Roll'd Steel Bar 7 1/2 x 2 3/8</i>		
STERN FRAME {				
Propeller Post		<i>Forging 8 x 5 1/2</i>		
Rudder „		<i>— „ — 7 1/4 x 5 1/2</i>	<i>Sunduland</i>	
RUDDER—A x D		<i>226.46</i>	<i>Forge & Eng. Co. Ltd.</i>	
Speed of Vessel		<i>Under 10 knots</i>		
RUDDER mainpiece at head ...		<i>Forging 7 1/2</i>		
„ „ heel ...		<i>— „ — 5 1/4</i>		
„ how constructed		<i>Forged with arms shrunk on.</i>		
„ double or single plate		<i>✓ Single</i>		
„ coupling, vertical or				
horizontal		<i>✓ Horizontal</i>		

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 -
So. Durham Steel Co. & Bolekew Vaughan & Co. - Angles -
Crago Steel Iron Co. & Bolekew Vaughan & Co.
Has the Steel been tested as required by the Rules? Yes.

EQUIPMENT No. 17593											LETTER T	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.	Cwts.			
28467	1st Bower ...	35	3	0	Stockless			32	18	3	0	35½	Bygone Improved Stockless	not stated	Std. 30.9.24, Liebrecht
28472	2nd „ ...	35	3	14	—	—	—	33	0	2	14	35½	—	—	Std. 2.10.24, —
442	3rd „ ...	30	2	0	—	—	—	29	0	0	0	30	—	—	Std. 20.9.24, —
	Collective weight.	102	0	14								101			
265	Stream	9	2	0	2	1	18	11	11	1	0	9¼	Ordinary	76 Bloomfield Sons	Jipton 11.7.24 Drysdale

CHAIN CABLES.

HAWSERS AND WARPS.

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.	Statutory.	Breaking.	Supplied.	Per Rule.			Length.	Diam.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
998	240 1 3/4	55 1/2	77 1/2	372.1.10	370 1/2			240 1 1/2	1 1/2	Stud	76 Bloomfield Sons Ltd.	Jipton, 8.8.24 Drysdale.	TOWLINE	90	3 1/2	26	90	3 1/2
													HAWSERS & WARPS	2290	2 1/4	9 1/2	2290	2 1/4
														90	6	MANILA	90	6
														90	5	"	90	5

Steering Gear, Steam

John Lynn & Sons

Steering Gear, Hand

Crawford & Son

Boats 2 lifeboats 21'0" one dinghy

Steering Chains, Size and Test 1"-12 tons

Windlass Steam-Blake Chapman

Ceiling in Holds, thickness and material 2 1/2" red pine over balsa only

Cargo Battens, thickness, material and spacing none

Cargo Hatchways.-(Upper Deck) steel plates 44 with stay as approved

Thickness of Hatches 3" white pine

Size of No. 1 Hatchway (Forward) 31'6" x 25'0" No. 2 30'9" x 25'4" No. 3 30'9" x 25'4" No. 4 26'3" x 25'4" No. 5

No. 6

Number of Shifting Beams and/or Fore and Afters

nos 1, 2 & 3 hatchways - 5 webs, nos 4 - 4 webs - no fore & afters.

FOR S. P. AUSTIN & SON LIMITED.

Builder's Signature

MANAGING DIRECTOR,

GENERAL DECLARATION

This vessel has been built in accordance with the approved plans & instructions & the Society's printed Rules for the intended class 100A1. The materials & workmanship are good & efficient. The foreboard has been tripled & the marks cut in, on the vessel's sides. The double bottom tanks, peak tanks & deep tanks have been tested & found satisfactory, & the weather-decks & bulkheads have been tested with satisfactory results.

The following approved plans are forwarded herewith. Viz. - Midship Section, Profile & Decks, Pumping Arrangement, Rudder, & Hatch Side Stays. Forging Reports of Stem Frame, Rudder, & Stem Bar are also enclosed, together with plans of Midship Section & Profile & Decks as built.

Freeboard Fee £7

The amount of Entry Fee

£ 6 : 0 : 0

Fees applied for,

15 Oct 1924

Special Survey Fee

£ 178 : 5 : 0

Received by me,

17 Oct 1924

Travelling Expenses, if any

£

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

State whether the Vessel has been built under Special Survey

Yes

Signature

James Dickie

Surveyor to Lloyd's Register of Shipping.

Hull & Machinery

Certificate to be sent to

SUNDERLAND.

Date of issue

24 Oct 24 25/7/25

Committee's Minute

TUES. 28 OCT 1924

TUES. 21 JUL 1925

Character assigned

100A1
Cargo battens not fitted

Lloyd's A.S.B.O.

+ Lm 10.24

C.L.

Mh



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Lloyd's Register
Foundation

W210-0102 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 vessel has been built under the Society's Revised Rules the following being an extract from the signed Contract which has been produced by the Builders; Viz.—"To be classed 100 A1. Lloyd's Revised Rules under Special Survey."

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

1st Bower 20.178 cwt; C.B; 5753; 30.6.24.
2nd " 20.214 --; C.B; 5798; 21.7.24.
3rd " 18.071 --; C.B; 5819; 25.7.24.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. 165.35 ft., Bridge ☒ ft., Forecastle 29.71 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ☒

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) one dk (SK) Mill St

Official No. 148094; Signal Letters ☒

If bottom of Vessel has been coated Inside. *yes.* give

particulars of composition *Cement & paint.*

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	94.5	248	Fore peak tank,	21.20	135
Double bottom, under Engines and Boilers,			After peak tank,	11.75	64
Double bottom, if under Engines only, (AET).	24.75	40	Deep tank, at AMIDSHIPS.	9.0	207
Double bottom, if under Boilers only, (DRY TANK).	13.50		Deep tank, forward,		
Double bottom, forward,	91.87	256	Other tanks, if fitted,		
	94.5 91.87 186.37	Total capacity of double bottom 544	(If necessary, furnish further information by sketch.)		

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

Order for Special Survey No. 5561

Date 31.1.24

Dates of Surveys held while building

19.2.17, 22. Apr. 3.17, 24. 30. May. 7. 18. 23. June 14. 13. 20. July 3. 8. 10. 16. 24. 28
Aug. 8. 15. 20. 26. Sep. 1. 4. 10. 15. 18. 24. 30. Oct. 2. 9. 6. 8. 9. 13. 17



Lloyd's Register
Foundation

Total No. of Visits 37