

80027

# With or Without Disconnected Erections.

## STEEL STEAMER.

Received at London Office MON. MAR. 26 1923

Date of completion of report 24 March 1923. Port of Newcastle-on-Tyne. No. 76570  
Survey held at NEWCASTLE-ON-TYNE Date, First Survey 12 October 1922 Last Survey 23 March 1923.

On the (State of Single, Twin, or Triple Screw) Steamer.

TONNAGE under 1562.17

Tonnage Deck 1562.17

Do. between Tonnage Dk. and 2nd and 4th Dk. 28.35

Do. of Poop 28.35

Do. of R.Q. Dk. 28.35

Do. of Bridge House 28.35

Do. of Forecastle 28.35

Do. of Houses on Dk. 28.35

Do. of excess of Hatchways 28.35

Do. above Crown of Engine Room 28.35

Gross Tonnage 1742.04

Less Crew Space 49.53

Less above Crown of Engine Room 1742.04

TONNAGE FOR FEES 623.19

Less Engine Room 88.47

Less Navigation Spaces 88.47

Register Tonnage 980.85

CLASS 100. A. 1. with freeboard.

Breadth (greatest moulded) 37.00

Depth, at middle of length from top of keel to top of upper deck beams at side 24.25

Transverse Number L.X.D. 5351

Length on deck from fore part of stem to after part of stern post 252.975

Longitudinal Number L.X.B.D. 14694

Depth "d," at middle of length (See Secs. 2 & 13) 18.25

Proportions—Depths to Length—Upper Deck Beam at side to top of keel 11.95

" " Long Bridge Deck Beam at side to top of keel

Destined Voyage Hamburg

Master

Year of appointment

Built at

When built 1923. Launched 30th Jan 1923.

By whom built Swan Hunter Wigham Richardson & Co. Ltd.

Owners Swan Hunter Wigham Richardson & Co. Ltd.

Managers Montserrat S.S. Co. Ltd.

(Where necessary to be entered in Reg. Book.)

Residence Newcastle-on-Tyne.

Port belonging to Newcastle.

Port of call

Surveyed while Building, Afloat, or in Dry Dock Built under Special Survey.

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid	No. of Tiers of Beams
252	10 1/2		37	0		22	0 1/2		One	One

ms of Ship per Register, Length 253.0 breadth 37.2 depth 22.0

FRAMING.	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
E, Angles, or E or L Bars amidships	9 1/2	3 1/2	4 1/2	9 1/2	3 1/2	4 1/2
in peaks	9 1/2	3 1/2	4 1/2	9 1/2	3 1/2	4 1/2
in way of Double Bottoms at Solid Floors	3	3	3 1/2	3	3	3 1/2
" " at intermdt. Bkts.	3 1/2			3 1/2		
of Frames from centre to centre amidships	27			27		
" " from 1/2 length to Collision bulkhead	24			24		
" " in peaks	24			24		
RS, depth of girder	9 1/2			9 1/2		
RS, depth and thickness of Floor Plate at mid line for 1/2 length amidships	3 1/2			3 1/2		
in way of Engine and Boiler Spaces	3 1/2			3 1/2		
Thickness at the ends of vessel	3 1/2			3 1/2		
depth at 1/2 the half breadth, as per Rule	3 1/2			3 1/2		
height extended at the Bilges	3 1/2			3 1/2		
RS in Cell. Double Bottoms	3 1/2			3 1/2		
state if flanged (top & bottom)	No flanging			No flanging		
Spacing of Solid floors	3 1/2			3 1/2		
RE GIRDER, in Dbl. bottom, dpth. & thknss.	3 1/2			3 1/2		
" Angles, Top	3 1/2			3 1/2		
" " Bottom	3 1/2			3 1/2		
" " to Floors	3 1/2			3 1/2		
Brackets at intermdt. frmg., wdth & thknss	3 1/2			3 1/2		
GIRDERS, number on each side & thickness	3 1/2			3 1/2		
" state if flanged (top and bottom)	No flanging			No flanging		
" Angles (top and bottom)	3 1/2			3 1/2		
" " to Floors	3 1/2			3 1/2		
GIN PLATE, depth (exclusive of flange) and thickness	3 1/2			3 1/2		
" Angle to Outside Plating	3 1/2			3 1/2		
" Floors	3 1/2			3 1/2		
Brackets at intermdt. frmg., wdth & thknss	3 1/2			3 1/2		
Height of Outside Brackets above at bilge	3 1/2			3 1/2		
ER BOTTOM PLATING, breadth and thickness of Middle Line Strake	3 1/2			3 1/2		
" in Engine and Boiler space	3 1/2			3 1/2		
" Remainder in Holds	3 1/2			3 1/2		
MS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	3 1/2			3 1/2		
In way of Long Bridge	3 1/2			3 1/2		
Spacing	3 1/2			3 1/2		
MS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	3 1/2			3 1/2		
Spacing	3 1/2			3 1/2		
MS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	3 1/2			3 1/2		
Angles on upper edge	3 1/2			3 1/2		
Spacing	3 1/2			3 1/2		
MS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	3 1/2			3 1/2		
Angles on upper edge	3 1/2			3 1/2		
Spacing	3 1/2			3 1/2		
MS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	3 1/2			3 1/2		
Angles on upper edge	3 1/2			3 1/2		
Spacing	3 1/2			3 1/2		
MS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	3 1/2			3 1/2		
Angles on upper edge	3 1/2			3 1/2		
Spacing	3 1/2			3 1/2		

PILLARS.	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
PILLARS In 'tween Deck, size and spacing	2 1/2	5	48	2 1/2	5	48
" " Hold	2 1/2	5	48	2 1/2	5	48
" " Quarter 'tween Dks.	2 1/2	5	48	2 1/2	5	48
" " in Hold	2 1/2	5	48	2 1/2	5	48
KEELSONS & STRINGERS.	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	3 1/2			3 1/2		
" Rider Plate	3 1/2			3 1/2		
" Flat Plate Keel Angles	3 1/2			3 1/2		
" Horizontal Plates on Floors	3 1/2			3 1/2		
" Angles or Bulb Angles	3 1/2			3 1/2		
SIDE KEELSONS, Number	3 1/2			3 1/2		
" Angles or Bulb Angles	3 1/2			3 1/2		
" Plate above floors, for length	3 1/2			3 1/2		
" Intercoastal Plate, for length	3 1/2			3 1/2		
" Attached to outside Plating with Angle	3 1/2			3 1/2		
BILGE KEELSON, Angles	3 1/2			3 1/2		
" Intercoastal Plate for length	3 1/2			3 1/2		
" Attached to outside Plating with Angle	3 1/2			3 1/2		
SIDE STRINGERS, Number	3 1/2			3 1/2		
" Angle	3 1/2			3 1/2		
" Intercoastal Plate, for length	3 1/2			3 1/2		
" Attached to outside plating with Angle	3 1/2			3 1/2		
Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)	72			72		
" " " " (in way of Bridge)	5 x 5			5 x 5		
" " " " Angle (clear of Bridge)	36			36		
" " " " Tie Plate at sides of Hatchways	36			36		
" Deck, Iron or Steel, for full lng.	36			36		
" " Thickness (clear of Bridge)	36			36		
" " (in way of Bridge)	36			36		
" Wood Deck, Material & thickness	36			36		
Second Deck Stringer Plate, br'dth & thickness	72			72		
" Angles on ditto, No.	72			72		
" Tie Plates outside Hatchways	72			72		
" Deck, Iron or Steel, for full lng.	72			72		
" Wood Deck, Material & thickness	72			72		
Third Deck Stringer Plate, br'dth & thickness	72			72		
" Angles on ditto, No.	72			72		
" Tie Plates outside Hatchways	72			72		
" Deck, Iron or Steel, for full lng.	72			72		
" Wood Deck, Material & thickness	72			72		
Fourth and Fifth Deck Stringer Plate, br'dth & thickness	72			72		
" Angles on ditto, No.	72			72		
" Tie Plates outside Hatchways	72			72		
" Deck, Iron or Steel, for full lng.	72			72		
" Wood Deck, Material & thickness	72			72		
Poop Deck Stringer Plate, breadth & thickness	72			72		
" Angle on ditto	72			72		
" Tie Plates	72			72		
" Deck, Material and thickness	72			72		
Bridge Deck Stringer Plate, br'dth & thickness	72			72		
" Angle on ditto	72			72		
" Tie Plates	72			72		
" Deck, Material and thickness	72			72		
Forecastle Deck Stringer Plate, br'dth & th'kns	72			72		
" Angle on ditto	72			72		
" Tie Plates	72			72		
" Deck, Material and thickness	72			72		

\* If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.

0900-812M



WEB FRAMES.		Inches in Ship.	Inches in Ship.	Inches per Rule.	Inches per Rule.	FORGINGS or CASTINGS.		Inches in Ship.	Inches per Rule.
				Or as Approved.	Or as Approved.				Or as Approved.
WEB-FRAMES, In Fore Body, No. and spacing		In line of web frames at fore end of fore hold, four reverse frames fitted on No. 36, 88, 90 & 92 = 4 x 3 x 40				KEEL, Bar, depth and thickness		Flat Plate Keel.	
" " " brdth. & thickness						STEM, moulding and thickness		7 1/2 x 2 1/2	
WEB-FRAMES, In E. & B. Space, No. & spacing		One				STERN-POST for Rudder do. do.		7 1/2 x 5 1/2	
" " " brdth. & thickness		15" 3 1/4" 15" 3 1/4"				" for Propeller		8 x 5 1/2	
WEB-FRAMES, In After Body, No. and spacing						RUDDER-A x D* Table 22. Speed 11.4.		7 1/2 x 2.55 = 190	
" " " brdth. & thickness						" Main-Piece, diameter at head		6 3/4	
" " " No. of Side Stringers						" " " at heel		5	
" " " Size of Face Angles to Web Frames						RUDDER, how constructed		Forged & built	
BRACKET PLATES to Stringers between Web Frames, depth and thickness						" Thickness of Plates or Single Plate		9 1/4	
						Can the Rudder be unshipped afloat?		Yes	

BULKHEADS.		Number.	Thickness.	STIFFENERS.		Single or Double Frames.	Height up, state deck.
		Vessel.	Per Rule.	Horizontal.	Vertical.		
			Inches.	Size.	Spacing.	Size.	Spacing.
			Inches.	Inches.	Inches.	Inches.	Inches.
W.T. BULKHEADS		No. 39	1	26/38	-	11 x 3 1/2 x 50	36 Single 2 D
		No. 54	1	26/44	-	11 x 3 1/2 x 50	36 Single 2 D
		Aft. Peak.	1	30/44	10.2	12 x 3 1/2 x 50	36 Single 2 D
" COLLISION "		1	1	26/38	5 x 3 x 30	12 x 3 1/2 x 50	36 Single 2 D
PARTITION "							
LONGITUDINAL "							
Are the outside Plates doubled two spaces of Frames in length?							
Are the Sluice Valves and Watertight Doors in efficient working order? Yes							
Has the Steel been tested as required by the Rules? Yes							

PLATING.										RIVETING.											
STRAKES.		AS IN SHIP.				PER RULE OR AS APPROVED.				EDGES, Ordinary or jogged?				BUTTS.							
		AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Single or Double.		RIVETS.		Double or Treble and for what Length.		RIVETS.		STRAIPS.		IF LAPPED.	
		Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Inches.	Diam.	Spacing cr. to cr.	Inches.	Diam.	Spacing cr. to cr.	Breadth.	Thickness.	Breadth.	For what Length.
		Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Feet.
FLAT PLATE KEEL.....		4 1/4	5/16	5/16	5/16	4 1/4	5/16	5/16	5/16	Double	5/16	7/8	3 1/2	3 1/2	7/8	3 1/2	3 1/2	-	-	9 1/2	7 1/2
GARBOARD or A Strake		7 1/2	5/16	5/16	5/16	7 1/2	5/16	5/16	5/16	"	5/16	7/8	2 1/2	2 1/2	7/8	2 1/2	2 1/2	-	-	7 1/2	"
State actual thickness in way of Double Bottom.		B	7 1/2	5/16	5/16	4 1/4	5/16	5/16	5/16	"	"	"	"	"	"	"	"	-	-	7 1/2	"
C		6 6	5/16	5/16	5/16	4 1/4	5/16	5/16	5/16	"	"	"	"	"	"	"	"	-	-	"	"
D		5 7	5/16	5/16	5/16	4 1/4	5/16	5/16	5/16	"	"	"	"	"	"	"	"	-	-	"	"
E		6 7	5/16	5/16	5/16	4 1/4	5/16	5/16	5/16	"	"	"	"	"	"	"	"	-	-	"	"
F		7 0 1/2	5/16	5/16	5/16	4 1/4	5/16	5/16	5/16	"	"	"	"	"	"	"	"	-	-	"	"
G		7 0	5/16	5/16	5/16	4 1/4	5/16	5/16	5/16	"	"	"	"	"	"	"	"	-	-	"	"
Sheerstrake		H	4 6 1/2	5/16	5/16	4 1/4	5/16	5/16	5/16	Double	5/16	7/8	3 1/2	3 1/2	7/8	3 1/2	3 1/2	-	-	9	"
J																		-	-		
K																		-	-		
L																		-	-		
M																		-	-		
N																		-	-		
O																		-	-		
P																		-	-		
Q																		-	-		
R																		-	-		
S																		-	-		
T																		-	-		
U																		-	-		
V																		-	-		
W																		-	-		
THICKNESS OF SHEER STRAKE												Single 2 1/4 x 3 1/4 x 2 1/2		Single 5/8		2 1/4		-		2 1/2 7 1/2	
CLEAR OF LONG BRIDGE												Single 2 1/4 x 3 1/4 x 2 1/2		Single 5/8		2 1/4		-		2 1/2 7 1/2	
DO. OF STRAKE BELOW												Single 2 1/4 x 3 1/4 x 2 1/2		Single 5/8		2 1/4		-		2 1/2 7 1/2	
DO. OF FLAT PLATE KEEL												Single 2 1/4 x 3 1/4 x 2 1/2		Single 5/8		2 1/4		-		2 1/2 7 1/2	
" Sheerstrake												Single 2 1/4 x 3 1/4 x 2 1/2		Single 5/8		2 1/4		-		2 1/2 7 1/2	
Length and thickness												Single 2 1/4 x 3 1/4 x 2 1/2		Single 5/8		2 1/4		-		2 1/2 7 1/2	
POOP SIDES												Single 2 1/4 x 3 1/4 x 2 1/2		Single 5/8		2 1/4		-		2 1/2 7 1/2	
SHORT BRIDGE SIDES												Single 2 1/4 x 3 1/4 x 2 1/2		Single 5/8		2 1/4		-		2 1/2 7 1/2	
FORECASTLE SIDES												Single 2 1/4 x 3 1/4 x 2 1/2		Single 5/8		2 1/4		-		2 1/2 7 1/2	

\* Where a long bridge is fitted the thickness of Upper Deck Sheerstrake and Strake below should also be stated clear of same.

Upper Deck	Butts, riveted for	3/5	length amidship.	Butts of Side Stringers	riveted.
Stringer Plate	Straps, single, double or overlapped for	full	length amidship.	" Tie Plates	riveted.
Second Deck	Butts, riveted for	✓	length amidship.	Inner Bottom Plating, riveting of Edges	Single Butts Double
Stringer Plate	Straps, single or overlapped for	✓	length amidship.	Centre Girder Butts, riveted.	Keelson Butts, riveted.
				Frames, riveted through Plates with	3/4 in. Rivets, about 4 1/2" apart.
				Rivets, state whether Iron or Steel	Iron

FRAMES extend in one length from	Centre Line	to Margin Plate & thence to gunwale	State if ordinary or jogged	jogged at peaks.
REVERSED FRAMES on floors and frames extend from	Centre Line	to Margin Plate	State if ordinary or jogged	jogged.

#### MASTS, SPARS, &c.

	Material.	Total Length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
LOWER MASTS.....	Fore	Steel	63' 2"	20 1/2 x 3 1/4	15 1/2 x 3 1/4	16 x 30	Two	✓	✓	Single	Double & D
	Main	"	"	20 1/2 x 3 1/4	17 1/2 x 3 1/4	16 x 30	"	✓	✓	"	"
	Mizen	"	"	"	"	"	"	✓	✓	"	"
Bowsprit											
Topmasts, Yards and Remainder of Spars											
Rigging, Material and Size, Shrouds											
Sails.	None										
	Suit of										







GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 15.28 ft., R.O.D. ft., Bridge ft., Forecastle 23.26 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) One D<sup>4</sup> (S<sup>4</sup>). One Tier of Beams. No cargo bottoms fitted  
Official No. 145510; Signal Letters ✓ State if Machinery is fitted aft No  
How are the surfaces preserved from oxidation? Inside 8 + 13 Janks + Belges cemented. Remainder of double bottom = cement filled. Outside Paint. Elsewhere, paint, bitumastic solution + cement wash.

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	84.0	142	Fore peak tank,	—	38
Double bottom, under Engines and Boilers,			After peak tank,	—	44
Double bottom, if under Engines only,	15.75	40	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward, Between 172 Habsches under D <sup>4</sup> ,	10.5	62
Double bottom, forward, including B. S.	117.37	252	Other tanks, if fitted,	10.5	62
		Total capacity of double bottom 434	(If necessary, furnish further information by sketch.)		

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

State whether the above have been tested as required by the Rules. Yes.

Order for Special Survey No. 4997

Date 26/9/22

No. 1193. in builder's yard.

DATES OF SURVEYS held while building

1922

Oct. 12, 15, 25, 30. Nov. 3, 8, 10, 16, 18, 21, 23, 27, 28, 30. Dec. 4, 6, 7, 12, 14, 18, 21, 22, 28. Jan. 3, 10, 12, 13, 16, 17, 18, 22, 23, 25, 26, 29, Feb. 2, 5, 7, 8, 13, 14, 15, 16, 20, 27, 28. Mar. 1, 5, 7, 9, 10, 11, 13, 23.

1923

Jan. 3, 10, 12, 13, 16, 17, 18, 22, 23, 25, 26, 29, Feb.

Total No. of Visits 55

Surveyor's Signature Thomas S. Shute.

© 2019

Lloyd's Register Foundation