

Awning or Shelter Deck
or Pt. Awning Deck.

STEEL STEAMER.

No. 39437.

Port of *Glasgow* Date of completion of Report *13-3-20* Received at London Office *Yes.*
Survey held at *Glasgow* Date, First Survey *26/11/19* Last Survey *12 March 1920*
On the (State if Single, Twin or Triple Screw) *Single Screw S. "LUSIADA"* Rig *Fore & aft*

TONNAGE under *1441.08*
Tonnage Deck...
Do. between Tonnage Dk. and 3rd, 4th, or Awning Dk. *1441.64*
Total under Upper Dk. *6212.75*
Do. of Poop...
Do. of R. Qr. Dk. *223.34*
Do. of Bridge House...
Do. of Forecastle...
Do. of Houses on Deck...
Do. of excess of Hatchways...
Do. above Crown of Engine Room...
Gross Tonnage *6445.31*
Less Crew Space *252.14*
Less above Crown of Engine Room...
TONNAGE FOR FEES... *6193.14*
Less Engine Room... *2062.50*
Less Navigation Spaces... *202.21*
Register Tonnage *3928.43*

CLASS *100 A.1. Shelter Dk. with Foreboard*
Breadth (greatest moulded) *52.0*
Depth, at middle of length from top of keel to top of beams at side of uppermost Continuous Deck... *38.96*
Deduct height of 'tween deck when this does not exceed 8ft. *4.96*
Transverse Number... *83.0*
Length on deck from fore part of stem to after part of sternpost... *400.0*
Longitudinal Number... *33200*
Depth "d" at middle of length. See Secs. 2 & 13... *18.4*
Proportions, Depths to Length, Uppermost Continuous Deck at side to top of keel... *10.2*
Upper Deck at side to top of keel... *12.9*

Destined Voyage *South America* If Surveyed while Building, Afloat, or in Dry Dock
No. of Decks with flat laid *3*
No. of Tiers of Beams *3*
Length on Deck as per Rule *400* Ins. *0* Breadth Moulded *52* Ft. *0* Ins. *0*
Do. Upper Deck Beams... *28* Ft. *6* Ins. *5 1/2*
Moulded depth, ft. *38* ins. *11 1/2* To Awning or Shelter Dk. Round up of Uppermost Dk. Beam, Actual... *13* ins.
Moulded depth, ft. *31* ins. *0* To Upper Dk.

FRAMING.				PILLARS.			
FRAME, Angles, or E or L Bars, amidships	Inches in Ship.	Inches in Ship.	Inches in Ship.	PILLARS, In 'tween Deck, size and spacing	Inches in Ship.	Inches in Ship.	Inches in Ship.
Do. in peaks <i>Bull Angle</i>	10	3 1/2	46	" " Hold	3 1/2	52	52
Do. in way of Double Bottoms at Solid Floors	8	3	38	" " Quarter, 'tween Dks.,	5 3/4	52	52
" " " at intermdt. Bkts.	3 1/2	3 1/2	40	" " in Hold			
Spacing of Frames from centre to centre amidships	9	3 1/2	42				
" " length to collision bulkhead							
" " of Frames from centre to centre in peaks							
REVERSED FRAME, Angles, IN, N, or HOLD	26		26				
Do. in way of Double bottoms at Solid Floors	26		26				
" " " at intermdt. Bkts.	24		24				
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	6	3 1/2	43				
" " in way of Engine and Boiler spaces	3 1/2	3 1/2	40				
" " thickness at the ends of vessel	8	3	46				
" " depth at 1/2 the half-bdth. as per Rule	10		10				
" " height extended at the Bilges							
FLOORS, in Cell Double Bottoms	43		43				
" " state if flanged (top and bottom)							
" " spacing of Solid	48	26	48				
CENTRE GIRDER, in Dbl. bottom, dpth. & thcknss	43		43				
" " Angles, Top <i>Single</i>	6	6	66				
" " Bottom <i>Single</i>	6	6	66				
" " to Floors <i>Single</i>	6	6	46				
" " Brackets at intermdt. frmg., wdth & thcknss	39		42				
SIDE GIRDERS, number and thickness	one		42				
" " state if flanged (top & bottom)							
" " Angles	3 1/2	3 1/2	40				
MARGIN PLATE, depth (exclusive of flange) and thickness	41		48				
" " Angles to outside plating	3 1/2	3 1/2	50				
" " to floors	3 1/2	3 1/2	40				
" " Brackets at intermdt. frmg., wdth & thcknss	39		42				
" " Height of Brackets above at bilge			46				
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	42		50				
" " thickness in Engine and Boiler space	48	56	48				
" " Remainder in Holds			42				
BEAMS, Awng or Shltr Dk, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	9	3 1/2	47				
" " Spacing			26				
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	10	3 1/2	46				
" " Spacing			26				
BEAMS, Second, Third & Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	10	3 1/2	56				
" " Angles on upper edge							
" " Spacing			26				
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel							
" " Angles on upper edge							
" " Spacing							
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel							
" " Angles on upper edge							
" " Spacing							
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel							
" " Angles on upper edge							
" " Spacing							

GENERAL REMARKS—(continued).

Bulkhead, on every 2^d frame for the next 10 frames, and then on every 3^d frame to the aft end of Hold, these are carried up to the height of Main Bk, the two stringers arranged in this hold are however fitted, with brackets below to Main frames.

The Plating fitted at the Main Bk is cut at Bulkheads N^o 12-72-98-142-175 while it runs through Bulkheads N^o 46-106.

The Vessel has been closed in between Poop, Bridge and Bridge & Forecastle, the scantling of new material being as stated or as on plans herewith. It is intended to insulate the vessel throughout in all holds & tween decks, and carry meat cargo hanging from beams of the Shelter and Upper decks. In order to strengthen the Beams of these decks for this purpose Girders have been fitted under same in line with the side of the Hatches, as per plan, and at the ends where girders are not fitted Rev. Bars have been riveted to the Beams of Angle 4x4x.40, and an extra pillar has been fitted from the upper deck continued to the Tank top, about the middle of each hatch Port and Starb^d.

It is intended to carry Oil Fuel in N^o 2-5 double bottom tanks (at fore end of Boiler Room & aft end of Engine space) also in the Fore Peak Tank and After Peak Tank, settling tanks have been arranged & fitted from the Tank top to Main Bk at the fore end of the stowhold both on Port & Starb^d sides.

The new erection which have been added to the vessel being the equipment numeral one grade higher than the A Type vessel, which would increase the rule weight of Anchors, dia of cable, and Towline, to compensate for this owners have supplied and put on board 30 2/3 fathoms of extra cable, with Hawser & Warps as stated above, and a new 3^d Bower Anchor of weight as approved and stated above has been ordered and will be put on board vessel in lieu of present one on vessel's return from her first voyage.

The Vessel has been assigned a freeboard by the British Corporation of 12'-6" below top of statutory deck line to center of disc, and top of Statutory deck line 1 1/2" above top of Shelter Iron Bk at side - Marking has been verified.

Owing to difficulty in getting delivery of Refrigerating Machinery & piping the insulation of the vessel has not been completed. None of the Machinery or piping having been fitted, and only 1/3 of the insulation of the Holds having been completed, it is intended to complete the vessel in this respect on her return from present voyage. In the Lower Holds, Tank top only & Tunnel are insulated, and Cargo Battens have not been fitted to the side framing.

All Oil & and Ballast Tanks have been tested by the British Corporation, and the other requirements of Section 49 of the Rules have been complied with. An oil gutter & wood lining require however to be fitted in the small space on Starb^d side of Starb^d settling tank, and Port side of Port settling tank, and an air pipe requires fitting to air spaces behind insulation on Peak Bulkheads, this owners propose to complete on vessel's return when completing insulation.

11 Plans Herewith

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle ☒ (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 should appear in the Register Book) 2 Decks Steel & Shelter Bk Steel
Official No. _____; Signal Letters _____ State if Machinery is fitted aft NO
How are the surfaces preserved from oxidation? Inside part cement - Cement wash & paint Outside Paint & composition

How are the surfaces preserved from oxidation? Inside

cellular

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,	121.4	315	Fore peak tank,		125
Double bottom, under Engines and Boilers,	43.4	172	After peak tank,		206
Double bottom, if under Engines only, ✓			Deep tank, aft, ✓		
Double bottom, if under Boilers only, ✓			Deep tank, forward, ✓		
Double bottom, forward,	179.10	553	Other tanks, if fitted, ✓		
Total capacity of double bottom		1040	(If necessary, furnish further information by sketch.)		
State whether the above have been tested as required by the Rules. Yes					

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

Order for Special Survey No. _____

Date _____

No. 225 in builder's yard.

DATES OF SURVEYS held while building

1919 Nov 26. 28 Dec 3. 4. 9. 12. 16. 18. 25. 1920 Jan 13. 19. 22. 26. 29. Feb 23. 4. 5. 9. 12. 17. Mar 1. 8. 12.

Surveyor's Signature

Albert Davis George Needham

Total No. of Visits 26