

STEEL STEAMER OF MOTORSHIP

Received at London Office

APR 19 1938

State if Report has been sent on the Freeboard of the Vessel

State if Report is sent on the Machinery of the Vessel

Date of completion of report 14 April 1938

Port of Louth

No. 19557.

Survey held at Burntisland

Date First Survey 16 November 1937

Last Survey 11 April 1938

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Steel Single Screw Steamer "PORTSEA"

(Machinery is amidships)

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

Full scantling, without tonnage openings

State Type of Erections Poop, Bridge, Fore

TONNAGE under Tonnage Deck 1378.51

CLASS M100A1

State if with freeboard as condition of Class

Built at

Burntisland

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 260.0

Launched

2/3/38

Yard No 218

Total

1378.51

Breadth (greatest moulded)

B 40.08

Builders

The Burntisland S.B.C. & L.

Gross Tonnage

1582.59

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

D 18.25

Owners

The Sea Steamship Co. Ltd.

Register Tonnage

942.99

1st Longitudinal Number (L x D)

= 4745

Managers

Wm Brown Atkinson & Co. Ltd.

2nd Numeral L x (B + D)

= 15165.8

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

Residence Commercial Chambers

Scale Lane, Hull.

REGISTERED DIMENSIONS.

FEET.

Length

267

Breadth

40.25

Depth

16.25

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

15.17

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

14.25

Port of Registry

Hull

Do. Long Bridge to top of keel

9.9

If surveyed while building, afloat, or in dry dock

Draught Moulded

15.916

While building, finally 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	5 1/2 3 35	✓
" " from 3/8 length to Collision bulkhead	27	✓	" " Reversed Frame	5 3 35	✓
" " in peaks	24	✓	" " Vertical Struts	5 1/2 3 32	6 x 3 x 40 O.A. ✓
SIDE FRAMING.			Centre Girder, depth and thickness amidships	33 1/2 41	✓
Frame Amidships, Angle, E or F	7 3 37	✓	" " top Angles	3 3 37	✓
" " Extends up to	Upper deck	✓	" " bottom Angles	3 1/2 3 1/2 41	✓
Reversed Frame Amidships, Angle	9 x 3 1/2 x 46	✓	Side Girders, No. each side and thickness	One 30	✓
" " Extends up to	angled	✓	Margin Plate depth (excl. of flange) and thickness	28 39	✓
Depth of Framing Girder	7	✓	" " Vertical Angle to Tank side	3 3 37	✓
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	5 3 36	✓	" " Bracket abaft 1/2 len. from stem	5 5 37	✓
" " Second 'tween Decks, Angle, E or F			" " Vertical Angle to Tank side	5 5 37	✓
" " Third " " " "			" " Bracket forward 1/2 len. from stem	5 5 37	✓
Framing in Peaks, Angle or F	5 1/2 3 32	✓	" " Gussets, spacing and scantling	5 x 5 x 36	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/4 4/8 apart 16C coverage	✓	" " Gussets, spacing and scantling	5 x 5 x 36	✓
State if Frame Joggled	yes	✓	" " Gussets, spacing and scantling	5 x 5 x 36	✓
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	Two (four bar) stringers	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	4 1/2 37	✓
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Intermediate frames	✓	INNER BOTTOM PLATING.		
SINGLE BOTTOM.			Breadth and thickness of Middle Line Strake	84 50	✓
Floors, Depth and thickness at mid-line in Holds			Thickness of remainder in Holds	35 50	✓
Height of Brackets at side above base line at toe of frame			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	✓
Middle Line Keelson, on Floors, Angles, E or F			BEAMS.		
" " Through Plate or Intercoastal Plate			Uppermost Continuous Deck, amidships	6 3 33	✓
" " Foundation Plate on Floors			" " in Wells, Angle, E or F	7 x 3 x 33	✓
" " Flat Plate Keel Angles			" " in way of Bridge, Angle, E or F	5 x 3 x 26	✓
Side Keelsons, No. each side			Spacing	every frame	✓
" " thickness of Intercoastal Plate			Second Deck, amidships, Angle, E or F		
" " Angles			Spacing		
DOUBLE BOTTOM.			Third Deck, amidships, Angle, E or F		
Solid Floors, thickness and spacing	32 Every 4 frame	✓	Spacing		
" " Are Frame and Reversed Frame joggled?	yes	✓	Fourth Deck, amidships, Angle, E or F		
Bracket Floors, breadth and thickness at middle line	2 9 x 35	✓	Spacing		
" " breadth and thickness at margin plate	2 6 x 35	✓	Poop Deck, Angle, E or F	5 3 25	✓
			Spacing	every frame	✓
			Bridge Deck, Angle, E or F	6 3 38	✓
			Spacing	5 3 38	✓
			Forecastle Deck, Angle, E or F	6 3 35	✓
			Spacing	5 3 35	✓

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.....				Stringer Plate, breadth and thickness in way of Bridge		
" in 'tween Decks, Size and Spacing				Thickness of Plating abreast Deck openings in way of Wells		
" " " " "				Thickness of Plating abreast Deck openings in way of Bridge		
" in Holds <i>Centre pillars at hatch ends</i>				Thickness of Plating within line of openings...		
" " " " " <i>T & I as per Profile Deck Plan</i>				If Sheathed, material and thickness		
Centre Line Bulkhead.				Third Deck.		
Stiffeners and Spacing.....	<i>none</i>			Stringer Plate, breadth and thickness.....		
Plating, thickness of	<i>✓</i>			If Plated, state thickness.....		
STRINGERS AND DECKS.				Fourth Deck.		
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells	<i>56½</i>	<i>54</i>	<i>approved .52 ✓</i>	If Plated, state thickness		
" " " " in way of Bridge	<i>56½</i>	<i>34</i>		Poop Deck.		
" Angle in Wells	<i>6</i>	<i>6</i>	<i>.52 ✓</i>	Stringer Plate, breadth and thickness	<i>71 1/8 x 48 x 26</i>	<i>✓</i>
Thickness of Plating abreast Deck openings in way of Wells	<i>.54</i>	<i>15</i>	<i>46 approved .52 - .44 ✓</i>	Plating, Sheathing, material and thickness ...	<i>.26 2 1/2 Oregon pine</i>	<i>✓</i>
Thickness of Plating abreast Deck openings in way of Bridge	<i>.30</i>	<i>as per plan</i>	<i>✓</i>	Bridge Deck.		
Thickness of Plating within line of openings...	<i>.35</i>	<i>✓</i>	<i>.34 approved .33 - .32 ✓</i>	Stringer Plate, breadth and thickness.....	<i>54</i>	<i>.36 ✓</i>
If Sheathed, material and thickness	<i>not sheathed</i>		<i>✓</i>	Plating, Sheathing, material and thickness	<i>.34 composition on deck inside accommodation space</i>	<i>✓</i>
Second Deck.				Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	<i>✓</i>			Stringer Plate, breadth and thickness.....	<i>.30 plated to sides</i>	<i>✓</i>
				Plating, Sheathing, material and thickness ..	<i>.30 B.P.P. under windlass</i>	<i>✓</i>

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	SINGLE OR DOUBLE.	RIVETS.	No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.						Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.		Inches.	Inches.		Inches.	Inches.		
FLAT PLATE KEEL	53 ³ / ₄	.54 ✓	.52 ✓	.50 ✓	27" spacing	Double	3/4	3 ✓	3	7/8	2 1/2	Lapped
" DBLG. (if any) ✓					24" spacing							
BOTTOM PLATING, No. of Strakes 2	A 80 ³ / ₄	.47 ✓	.52 ✓	.43 ✓	96" at Bridge ends.	Double	3/4	3 ✓	3	3/4	2 5/8	Lapped
BILGE PLATING, No. of Strakes 1	C 82 1/2	.47 ✓	.47 ✓	.43 ✓		"	"	" ✓	"	"	" ✓	"
SIDE PLATING, No. of Strakes 2	D 75 1/2	.47 ✓	.43 ✓	.45 ✓		"	"	" ✓	"	"	" ✓	"
UPPER DECK, Sheer-strake in Wells.....	F 66	.71 ✓	✓	✓		"	"	" ✓	4	"	" ✓	"
UPPER DECK, Sheer-strake in Bridge ...	F 63 1/2	.47 ✓	.39 ✓	.39 ✓		"	"	" ✓	4 x 3	"	" ✓	"
STRAKE BELOW Sheer-strake in Wells.....	E 75 1/2	.47 ✓	.39 ✓	.45 ✓		"	"	" ✓	3	"	" ✓	"
STRAKE BELOW Sheer-strake in Bridge ...	E 75 1/2	.47 ✓	.39 ✓	.45 ✓		"	"	" ✓	3	"	" ✓	"
POOP SIDE PLATING31 ✓		Single	"	"	one	"	" ✓	"
BRIDGE SIDE PLATING42 ✓				S & D	"	"	3	"	" ✓	"
FORE'C'TLE SIDE PLATING			.33 ✓			Single	"	"	one	"	" ✓	"

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—		Plating Thickness.		STIFFENERS.			
Extending to Upper Deck (Sec. 3 c)				VERTICAL.		HORIZONTAL.	
Deck next below				Scantlings. Spacing.		Scantlings. Spacing.	
As per Rule							
MIDSHIP BULKHD.	Upper tween decks						
"	" Second						
"	" Third						
"	" Holds						
COLLISION							
AFTER PEAK							

FORGING AND CASTINGS.		Casting or Forging.		Scantlings.		Maker's Name.		Any departure from approved plans to be noted.	
KEEL, Bar									
STEM									
STERN FRAME	Propeller Post								
	Rudder								
Speed of Vessel									
RUDDER—Type									
"	A x D								
"	Diam. of head								
"	Mainpiece at top pintle								
"	Bottom piece of heel								
"	how constructed								
"	double or single plate								
"	coupling, vertical or horizontal								

STEEL. The Steel Company of Scotland & Co. - Dorman Long & Co. - The Glasgow Shipbuilding & Repairing Co. - The Glasgow Shipbuilding & Repairing Co. - The Glasgow Shipbuilding & Repairing Co.

Has the Steel been tested as required by the Rules? Yes

EQUIPMENT No 15968 ✓										LETTER 9 ✓			ANCHORS.			
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.		
50859	1st Bower	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.				
		34	2	8	✓				32	1	3	14	33			
50860	2nd "	32	0	7	✓				30	4	1	14	33	✓		
50861	3rd "	28	1	16	✓				27	8	0	14	28	✓		
	Collective weight.	95	0	4	✓											
50996	Stream	8	2	10	✓							94				
					2	0	18	10	15	0	0	8½				
CHAIN CABLES.										Ordinary not stated					Cradley Heath 3/2/38	

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.						
56088	240 1 1/8 5 1/4 7 3/4	346.3	14	3	14	344 3/4	240 1 1/8	Stud Henry Rucell	Heath 3/2/38	TOWLINE...	90 3 1/2 25.7	90 3 1/2	90 3 1/2						
(14 lengths each 15 fathoms, 2 lengths each 14 fathoms, 2 lengths each 1 fathom)										HAWSERS & WARPS	90 2 1/4 10.8	90 2 1/4	90 2 1/4						
Steel Wire										"	90 1 3/4 6.4	90 1 3/4	90 1 3/4						

Steering Gear, Steam *Donner & Co. L.*
Boats 2 @ 19'-0" x 6'-6" x 2'-7"
1 @ 14'-0" x 3'-3" x 2'-2"
Steering Chains, Size and Test
Ceiling in Holds, thickness and material *none*
Cargo Hatchways. (Upper Deck) *8' plate angles*
Size of No. 1 Hatchway (Forward) 33'-9" x 20' No. 2 37'-9" x 20' No. 3 31' x 20' No. 4 31'-6" x 20' No. 5 *✓* No. 6 *✓*
Number of Shifting Beams and/or Fore and Afters *No 1 & 2 fine. No 4 & 5 four.*

FOR THE BURNTISLAND SHIPBUILDING COMPANY LTD.
Builder's Signature *J. S. Clark* DIRECTOR

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel *✓*
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *✓*
The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.
This vessel has been built in accordance with the approved plans, and in general conformity with the Rules. The material and workmanship are good. The shell plating to the stem frame is of midship Rule thickness. The double bottom tanks, the fore & after peak tanks, the decks, the bulkheads, the shaft tunnel, have been tested in accordance with the Rule Requirements with satisfactory results. The steering gear, the windlass, the I.N.T. door & the hand pump (to chain locker) have been seen in good working order. The grub screw marks have been cut on vessel's sides and verified. The vessel has a cruiser stern & a plate stern. The vessel's extreme overall length = 274'-6" " " " breadth = 40'-4" leave out.

The amount of Entry Fee £ 5 : 0 : 0
Special Survey Fee.... £ 154 3 : 0
Freeload 11 0 : 0
Travelling Expenses, if any £ 2 : 0 : 10
Fees applied for, 18-4-1938
Received by me, 23. 4. 1938

I am of opinion the Vessel should be Classed *+100A.1.*

State whether the Vessel has been built under Special Survey *yes*
Certificate to be sent to *Luth*
Date of issue *1/6/38*

Signature *Evan Edwards*
Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Character assigned *+100A1*

Cargo bins not flat.
Lloyd's Assoc.
+ LMC 4.38 (Sp.)
FD. CL

Note Lth
Exp
Printed

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 following plans are forwarded herewith:—
Midship Section. Profile & Decks.
Stem framing. Arrangement of Diaphragm Floors.
Stem frame and Rudder. Plate Stem.
Arrangement of Masts for E.W. Proposed Upper 0th Beam Knees in Bridge (as built).
Sketch showing derrick post & Vent. Arrangement of Derrick Posts (as fitted).
Arrangement in way of Boiler casing (as built). Pumping Plan.
also three reports on Castings.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

Fitted for Timber freeboard

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	21-2-2. WH.	6654.	30-4-37.
	2nd "	19-1-15. JFR.	2394.	11-6-37.
	3rd "	17-1-10. WH.	6772.	30-6-37.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 27.7 ft., R.Q.D. 6 ft., Bridge 56.25 ft., Forecastle 30.8 ft.
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

No. and Material of Decks One deck steel.

Official No. 165702; Signal Letters

Is bottom of vessel coated with cement Yes throughout. if not give particulars of composition.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, Ford	N ^o 5 72.0	143	Fore peak tank,	16.752	72
Double bottom, under Engines and Boilers,	N ^o 2 67.5	108	After peak tank,	12.0	44
Double bottom, if under Engines only,	N ^o 4 15.752	44	Deep tank, aft,		
Double bottom, if under Boilers only,	N ^o 3 11.25	32	Deep tank, forward,		
Double bottom, forward,	N ^o 1 49.5	74	Other tanks, if fitted, (If necessary, furnish further information by sketch.)		
Total capacity of double bottom		481.5			

* The wells are not to be included in the lengths of the tanks (See Circular No. 1284).

Order for Special Survey No. 1280

Date 18/3/37

Dates of Surveys held while building

1937

November 16, 23 - Dec 3, 7, 28

1938 Jan 14, 21 - Feb 1, 4, 7, 9, 11, 18, 25

Mar 1, 2, 4, 8, 15, 16, 25, 29

Apr 1, 5, 8, 11

© 2020

Total No. of Visits

26