

STEEL STEAMER or MOTORSHIP.

-4 NOV 1926

Received at London Office.....

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* **NEWCASTLE-ON-TYNE**

Date of completion of report

Port of

No. **80689**

Survey held at

Helburn-on-Tyne

Date First Survey

5th Nov 1925

Last Survey

*3rd Nov**1926*

On the

(State if Machinery fitted Aft and if Single, Twin or Triple Screw)

*Twin Sc.**"ROHNA"*

State Type

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

Scantlings for assigned freeboard

State Type of Erections

Forecastle Bridge

TONNAGE under Tonnage Deck...

*6680.66*CLASS *+100 A1*State if with freeboard as condition of Class *with*Built at *Helburn-on-Tyne*

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 460.0*Breadth (greatest moulded) *B 61.5*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 41.0*1st Longitudinal Number (L x D) = *18866*2nd Numeral L x (B + D) = *47150*Framing Depth "d," at middle of length. See Sec. 3 (1d) *4th OK 13.21 3rd OK 21.21*Proportions—Depth to Length—Uppermost continuous deck to top of keel *11.21*
Do. Long Bridge to top of keel *9.38*Draught Moulded *25'-10³/₄*Launched *24th Aug 1926* Yard No. *542*Builders *P.W. Hawthorn, Leslie & Co. Ltd.*Owners *British India S.N.C.*

Managers

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

Residence

Port of Registry *London*

If surveyed while building, afloat, or in dry dock

all three

REGISTERED DIMENSIONS.

FEET.

Length

461.4

Breadth

61.8

Depth

29.9

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.
Spacing amidships	<i>33¹/₂</i>		Bracket Floors, Frame	<i>BA 8 3¹/₂ 47</i>	
from $\frac{1}{2}$ length to Collision bulkhead	<i>27"</i>		Reversed Frame	<i>BA 7¹/₂ 3 47</i>	
in peaks	<i>24"</i>		Vertical Struts	<i>BA 7¹/₂ 3 47</i>	
MINING.			Centre Girder, depth and thickness amidships	<i>45¹/₂ .61</i>	
amidships, Angle, \angle or \square	<i>8 3¹/₂ .40</i>		top Angles	<i>3¹/₂ 3¹/₂ .56</i>	
Extends up to	<i>upper + 2nd dls alternately</i>		bottom Angles	<i>5 5 .65</i>	
Frame Amidships, Angle	<i>4¹/₂ x 3 .36 to 4th deck</i>		Side Girders, No. each side and thickness	<i>2 @ .44</i>	
Extends up to	<i>4th deck</i>		Margin Plate depth (excl. of flange) and thickness	<i>41 .56</i>	
Framing Girder	<i>8"</i>		Vertical Angle to Tank side	<i>6 6 .60</i>	
in Uppermost Continuous 'tween Decks, Angle, \angle or \square	<i>8 x 3¹/₂ x .40 BA } alternately 4 x 3¹/₂ x .38 angle</i>		Bracket abaft $\frac{1}{2}$ len. from stem	<i>double 3¹/₂ x 3¹/₂ x .58</i>	
Second 'tween Decks, Angle, \angle or \square	<i>8 3¹/₂ .40</i>		Vertical Angle to Tank side	<i>double 3¹/₂ x 3¹/₂ x .58</i>	
Third " " " "	<i>8 3¹/₂ .40</i>		Bracket forward $\frac{1}{2}$ len. from stem	<i>every frame 3¹/₂ x 3¹/₂ x .58</i>	
in Peaks, Angle or \square	<i>8 3¹/₂ .40 .36 app'd</i>		Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem	<i>" " " " double</i>	
and Spacing of Rivets through Frame and Shell Plating amidships	<i>7/8" 4³/₄" + 5¹/₄"</i>		Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem	<i>7¹/₂ x .48 + .50</i>	
Frame Joggled	<i>yes</i>		Tank Side Brackets, height above base line at toe of Frame and thickness		
ARRANGEMENTS (Sec. 7), state system and particulars	<i>2 hold struts deep reverse frame + close spacing</i>		INNER BOTTOM PLATING.		
FINISHING OF BOTTOM FOR- State Particulars	<i>3 struts midship deck extra intercostals double bottom frames</i>		Breadth and thickness of Middle Line Strake	<i>55¹/₂ .55</i>	
BOTTOM.			Thickness of remainder in Holds	<i>.55 .47</i>	<i>no ceiling</i>
Depth and thickness at mid-line in Holds	<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>		BEAMS.		
Line Keelson, on Floors, Angles, \angle or \square	<i>✓</i>		Uppermost Continuous Deck, amidships in Wells, Angle, \angle or \square	<i>9 3¹/₂ .40</i>	
Through Plate or Intercostal Plate	<i>✓</i>		in way of Bridge, Angle, \angle or \square	<i>9 3¹/₂ .46</i>	
Foundation Plate on Floors	<i>✓</i>		Spacing	<i>every frame</i>	
Flat Plate Keel Angles	<i>✓</i>		Second Deck, amidships, Angle, \angle or \square	<i>9 3 .40</i>	
Isos, No. each side	<i>✓</i>		Spacing	<i>every frame</i>	
thickness of Intercostal Plate	<i>✓</i>		Third Deck, amidships, Angle, \angle or \square	<i>9¹/₂ 3¹/₂ .46</i>	
Angles	<i>✓</i>		Spacing	<i>every frame</i>	
DOUBLE BOTTOM.			Fourth Deck, amidships, Angle, \angle or \square	<i>9¹/₂ 3¹/₂ .46</i>	
Floors, thickness and spacing	<i>.45 67"</i>		Spacing	<i>every frame</i>	
Are Frame and Reversed Frame joggled?	<i>yes</i>		Poop Deck, Angle, \angle or \square	<i>✓</i>	
Floors, breadth and thickness at middle line	<i>37 .45</i>		Spacing	<i>✓</i>	
breadth and thickness at margin plate	<i>33 .45</i>		Bridge Deck, Angle, \angle or \square	<i>9 3 .39</i>	
			Spacing	<i>every frame</i>	
			Forecastle Deck, Angle, \angle or \square	<i>8¹/₂ 3 .45</i>	
			Spacing	<i>every frame</i>	

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..... <i>two</i>								<i>39</i>	
" in 'tween Decks, Size and Spacing.....	<i>2 7/8</i>	<i>6 1/4"</i>	<i>2 frame spaces</i>					<i>41</i>	
" " " " " "								<i>41 + 35</i>	
" in Holds " "			<i>wide spaced tubular as plate</i>					<i>35</i>	
" " " " " "								<i>2 1/2 teak (exposed)</i>	<i>2 1/2 PP in accommodation</i>
Centre Line Bulkhead.									
Stiffeners and Spacing.....								<i>50 1/2 39</i>	
Plating, thickness of								<i>35</i>	
STRINGERS AND DECKS.									
Uppermost Continuous Deck.									
Stringer Plate, breadth and thickness in Wells	<i>65</i>	<i>66</i>						<i>50 1/2 34</i>	
" " " " in way of Bridge	<i>50 1/2</i>	<i>45</i>						<i>30</i>	
" Angle in Wells	<i>6</i>	<i>6</i>	<i>66</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>41</i>						
Thickness of Plating within line of openings...			<i>41</i>						
If Sheathed, material and thickness	<i>2 1/2 teak (exposed)</i>	<i>2 1/2 PP in accommodation</i>							
Second Deck.									
Stringer Plate, breadth and thickness in Wells...	<i>50 1/2</i>	<i>45</i>						<i>36</i>	<i>35</i>
								<i>36</i>	<i>35</i>
								<i>2 1/2 teak (exposed)</i>	<i>2 1/2 PP in accommodation</i>
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EQUIPMENT No. <i>49947</i>												LETTER <i>ef</i>	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.
<i>88226</i>	1st Bower ...	Cwts. <i>86</i>	qrs. <i>2</i>	lbs. <i>21</i>	Cwts.	qrs.	lbs.	Tons. <i>61</i>	cwts. <i>17</i>	qrs. <i>2</i>	lbs. <i>0</i>	Cwts. <i>85½</i>	<i>Halls. Stockless</i>	<i>Hingley</i>	<i>18-3-26 Green</i>
<i>88227</i>	2nd „ ...	<i>83</i>	<i>2</i>	<i>0</i>				<i>60</i>	<i>10</i>	<i>0</i>	<i>0</i>		" "	"	" " "
<i>88247</i>	3rd „ ...	<i>74</i>	<i>1</i>	<i>14</i>				<i>56</i>	<i>0</i>	<i>0</i>	<i>0</i>		" "	"	" 25-3-26 "
	Collective weight.	<i>244</i>	<i>2</i>	<i>7</i>								<i>✓ 244½</i>			
<i>88249</i>	Stream	<i>25</i>	<i>0</i>	<i>19</i>	<i>6</i>	<i>1</i>	<i>24</i>	<i>24</i>	<i>19</i>	<i>7</i>	<i>14</i>		<i>Rodgers. Ironstock</i>	"	" " "

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.	
	Length.	Diam.	Statu- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.	Length.					Cir.	Length.		Cir.	
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	Ins.				Fathoms.	Ins.	Tons.	Fathoms.	Ins.
88039	150	2 1/16	116.7	116.7	494.2		3	489		300	2 1/16	Stud	Hingley	130	6	85	130	6
88026	150	2 1/16	116.7	116.7	494.3		13				"	"	"	4-120	8		4-120	8
Iron Stream Chain or Steel Wire	120	Cir.			989-1 1/16					Cir.								
		5/16	80					120	5/16					1120	4			

Steering Gear, Steam *Hastie* Steering Gear, Hand *Tackle led to winch*

Boats *2-28' motor boats* Steering Chains, Size and Test *none* Windlass *Clarke Chapman (Steam)*
16-18' lifeboats
2-27 " "
2-22 " "

Ceiling in Holds, thickness and material *none* Cargo Battens, thickness, material and spacing *6x2" - 18" centres*

Cargo Hatchways.—(Upper Deck) *Steel Cummings 44"* Thickness of Hatches *3"*

Size of No. 1 Hatchway (Forward) *13'-6"x14'* No. 2 *17'-11"x14'* No. 3 *27'-11"x14'* No. 4 *19'-6"x14'* No. 5 *16'-9"x14'* No. 6 *—*

Number of Shifting Beams and/or Fore and Afters *2* *3* *5* *3* *3*

R. & W. HAWTHORN, LESLIE & CO LIMITED.

Builder's Signature *John T. Galt* DIRECTOR

GENERAL DECLARATION *This vessel has been built in accordance with the approved plans, the Committee's instructions and the Society's rules. The workmanship and materials are good and to my satisfaction. All tanks for water ballast, oil fuel (including settling tanks) and fresh water have been tested under pressure to rule head. All bulkheads (WT) not tested under pressure have been hose tested. All weather decks and tunnels have been hose tested. The assigned freeboards have been marked on vessel's sides verified and cut in.*

The approved plans are sent herewith and forging starting reports.

A Profile showing correct positions of bulkheads hatchways & openings in shell in upper tween decks is also sent herewith. A modeling section of vessel as built has already been sent for preparation of certificate. The certificate is required as soon as possible.

The amount of Entry Fee £ *11 : 0 : 0* Fees applied for, *28/10/1926*

Special Survey Fee.... £ *415 : 1 : 0* Received by me, *30/10/1926* *187*

Travelling Expenses, if any £ *14* - - -

I am of opinion the Vessel should be Classed *+ 100 A1 with freeboard*

State whether the Vessel has been built under Special Survey *yes* Signature *G. L. Brown*

Certificate to be sent to *Newcastle* Date of issue *5/11/26* Surveyor to Lloyd's Register of Shipping.

Committee's Minute *Nov. 5 NOV 1926*

Character assigned *100 A1 With Freeboard*

Lloyd's A.C.P. + L.M.C. 11:26 F.D. C.L.
Fitted for Oil Fuel 11:26 F.P. above 150° F

Mike H *My*

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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.)

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

1st Bower 49-0-11, 55-0-8 with pin, DDW 28-4-25, 308, 5ld.
2nd „ 51-3-12, 58-3-14 „ „ M.B 26-1-26 2708 Ddf.
3rd „ 43-3-0, 49-2-11 „ „ DDW 9-2-26 736 5ld.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop _____ ft., R.Q.D. _____ ft., Bridge 179.2, Forecastle 41 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated.

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 3 dks (all) 4th dk. fwd of bunkers, 5th 1st & 2nd dks sheathed (teak)

Official No. 149745 ; Signal Letters _____ Is bottom of Vessel coated with cement Part cement, if not give

particulars of composition oil fuel DB tanks bare, FW + feed DB tanks cemented, E & B bilges cemented, Hold bilges teak & staves Bituminous channel, peaks cemented

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft, FW tank	125.6	317 5/8	Fore peak tank,		135
Double bottom, under Engines and Boilers,			After peak tank,		134
Double bottom, if under Engines only, Feed	39.1	174 5/8	Deep tank, aft, FW tanks each side of tunnel	8' 4 1/2"	86
Double bottom, if under Boilers only, oil fuel	69.8	325 5/8	Deep tank, forward,		
Double bottom, forward, Ballast or FW	161.9	528 5/8	Other tanks, if fitted,		
Total capacity of double bottom			(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. 5151

Date 23.9.25

Dates of Surveys held while building

1925 Nov. 5, 9, 10, 11, 18, 23, 25, 27, Dec. 2, 8, 10, 16, 18, 22, 28. 1926 Jan. 6, 11, 13, 18, 22, 28, Feb. 4, 15, 22, 25, Mar. 3, 7, 9, 11, 17, 25, Apr. 8, 12, 16, 29, May 3, 11, 13, 19, 26, 28, June 1, 3, 7, 10, 11, 15, 16, 18, 30, July 3, 6, 8, 9, 12, 13, 14, 15, 19, 21, 22, 23, 26, 27, 29, 30, Aug. 4, 6, 10, 13, 16, 21, 24, Sept. 1, 10, 16, 28, Oct. 8, 12, 13, 18, 19, 21, 22, 26, 28, Nov. 3.

Total No. of Visits 89