

STEEL STEAMER or MOTORSHIP.

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
 Date of completion of report 27th August 1927 Port of Glasgow No. 46984
 Survey held at Dumbarton Date First Survey 10th Mar 1926 Last Survey 24th August 1927
 On the Single Screw Motorship "DUNKWA"
 State Type Complete Superstructure with tonnage openings State Type of Erections Prop & Forecastle
 TONNAGE under Tonnage Deck 3091.67 CLASS 100 A1 State if with freeboard as condition of Class Yes Built at Dumbarton
 Do. of space or spaces between Tonnage Dk. and Upper Dk. 22.4 Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) 355.0 Launched 15th June 1927 Yard No. 735
 Total 3091.67 Breadth (greatest moulded) 49.0 Builders A. McMillan & Son Ltd.
 Gross Tonnage 3789.47 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) 32.67 Owners British & African Steam Nav. Co. Ltd.
 Register Tonnage 1996.37 1st Longitudinal Number (L x D) 11598 Managers Elder Dempster & Co. Ltd.
 2nd Numeral L x (B + D) 28993 (Where necessary to be entered in Reg. Book)
 Framing Depth "d," at middle of length. See Sec. 3 (1d) 12.92 Residence Liverpool
 Proportions—Depth to Length—Uppermost continuous deck to top of keel 10.62 Port of Registry Liverpool
 Do. Long Bridge to top of keel 22.5 If surveyed while building, afloat, or in dry dock Yes
 Draught Moulded 22.5

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	<u>30</u>		Bracket Floors, Frame	<u>Bulk Angle 8 1/2 3 1/2 40</u>	
" " from 1/2 length to Collision bulkhead	<u>27</u>		" " Reversed Frame	<u>do 8 3 40</u>	
" " in peaks	<u>24</u>		" " Vertical Struts	<u>do 8 3 40</u>	
DE FRAMING.			Centre Girder, depth and thickness amidships	<u>40 x 52</u>	
Frame Amidships, Angle <u>E</u>	<u>8 1/2 3 1/2 40</u>		" " top Angles	<u>double 3 1/2 3 1/2 50</u>	
" " Extends up to	<u>third deck</u>		" " bottom Angles	<u>double 4 4 56</u>	
Reversed Frame Amidships, Angle	<u>✓</u>		Side Girders, No. each side and thickness	<u>one 38</u>	
" " Extends up to	<u>✓</u>		Margin Plate depth (excl. of flange) and thickness	<u>33 x 50</u>	
Depth of Framing Girder	<u>8 1/2</u>		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	<u>3 1/2 3 1/2 42</u>	
Frames in Uppermost Continuous 'tween Decks, Angle <u>E</u>	<u>6 1/2 3 1/2 36</u>		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	<u>4 1/2 4 1/2 42</u>	
" " Second 'tween Decks, Angle <u>E</u>	<u>6 1/2 3 1/2 36</u>		" " Gussets, spacing and scantling abaft 1/2 len. from stem	<u>3 1/2 3 1/2 42</u>	
" " Third " " "	<u>✓</u>		" " Gussets, spacing and scantling forward 1/2 len. from stem	<u>6 3 50</u>	
Framing in Peaks, Angle <u>E</u>	<u>7 3 34</u>		Tank Side Brackets, height above base line at toe of Frame and thickness	<u>6 3 42</u>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<u>7/8 @ 5 1/4</u>		INNER BOTTOM PLATING.		
State if Frame Joggled	<u>Yes</u>		Breadth and thickness of Middle Line Strake	<u>64 x 50 50 x 50</u>	
STRENGTHENING ARRANGEMENTS (Sec. 7), state system and particulars	<u>Stringers & deep framing as per app'd plan</u>		Thickness of remainder in Holds	<u>42</u>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<u>as per app'd plan</u>		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E & B space and framing in Bulkheads & Deck Room?	<u>Yes</u>	
DOUBLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	<u>38 @ 60</u>		Uppermost Continuous Deck, amidships in Wells, Angle <u>E</u>	<u>7 3 36</u>	
Height of Brackets at side above base line at toe of frame	<u>✓</u>		" " in way of Bridge, Angle <u>E</u> or <u>F</u>	<u>✓</u>	
Middle Line Keelson, on Floors, Angles <u>E</u> or <u>F</u>	<u>30</u>		Spacing	<u>30</u>	
" " Through Plate or Intercoastal Plate	<u>8 3 45</u>		Second Deck, amidships, Angle <u>E</u> or <u>F</u>	<u>8 3 45</u>	
" " Foundation Plate on Floors	<u>30</u>		Spacing	<u>30</u>	
" " Flat Plate Keel Angles	<u>8 3 45</u>		Third Deck, amidships, Angle <u>E</u> or <u>F</u>	<u>8 3 45</u>	
Side Keelsons, No. each side	<u>✓</u>		Spacing	<u>30</u>	
" " thickness of Intercoastal Plate	<u>✓</u>		Fourth Deck, amidships, Angle <u>E</u> or <u>F</u>	<u>✓</u>	
" " Angles	<u>✓</u>		Spacing	<u>✓</u>	
SINGLE BOTTOM.			Poop Deck, Angle <u>E</u> or <u>F</u>	<u>6 3 34</u>	
Solid Floors, thickness and spacing	<u>38 @ 60</u>		Spacing	<u>30</u>	
" " Are Frame and Reversed Frame joggled?	<u>Yes</u>		Bridge Deck, Angle <u>E</u> or <u>F</u>	<u>✓</u>	
Bracket Floors, breadth and thickness at middle line	<u>36" 38</u>		Spacing	<u>✓</u>	
" " breadth and thickness at margin plate	<u>36" 38</u>		Forecastle Deck, Angle <u>E</u> or <u>F</u>	<u>6 3 36</u>	
			Spacing	<u>27</u>	

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>		Stringer Plate, breadth and thickness in way of Bridge	✓	
" in 'tween Decks, Size and Spacing.....	<i>widely spaced</i>		Thickness of Plating abreast Deck openings in way of Wells	<i>.34</i>	
" " " " "	<i>Pillars with deck girders as platted plan.</i>		Thickness of Plating abreast Deck openings in way of Bridge	✓	
" in Holds " "			Thickness of Plating within line of openings..	<i>.32</i>	
" " " " "			If Sheathed, material and thickness	✓	
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing.....	✓		Stringer Plate, breadth and thickness.....	<i>53 1/2"</i>	<i>.34 46 x .34</i>
Plating, thickness of	✓		If Plated, state thickness.....	<i>.30</i>	
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells	<i>53 1/2 x .50</i>		If Plated, state thickness	✓	
" " " " in way of Bridge	✓		Poop Deck.		
" Angle in Wells	<i>5 5 .50</i>		Stringer Plate, breadth and thickness	<i>.34 x .34</i>	
Thickness of Plating abreast Deck openings in way of Wells	<i>.40</i>		Plating, Sheathing, material and thickness ...	<i>.30</i>	
Thickness of Plating abreast Deck openings in way of Bridge	✓		Bridge Deck.		
Thickness of Plating within line of openings...	<i>.34</i>		Stringer Plate, breadth and thickness.....	✓	
If Sheathed, material and thickness	✓		Plating, Sheathing, material and thickness ...	✓	
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	<i>53 1/2 x .38 46 x .38</i>		Stringer Plate, breadth and thickness.....	<i>.34 x .34</i>	
			Plating, Sheathing, material and thickness ...	<i>.30</i>	

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>no.</i>			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.		
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.		
FLAT PLATE KEEL	<i>49</i>	<i>.68</i>	<i>.61</i>	<i>.61</i>	<i>✓</i>	<i>double</i>	<i>7/8</i>	<i>3 1/3</i>	<i>treble</i>	<i>7/8</i>	<i>3 1/8</i>	<i>lapped</i>	
" DBLG. (if any)	<i>✓</i>												
BOTTOM PLATING, No. } of Strakes		<i>.54</i>	<i>.54</i>	<i>.48</i>	<i>✓</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
BILGE PLATING, No. of } Strakes		<i>.54</i>	<i>.48</i>	<i>.48</i>	<i>✓</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
SIDE PLATING, No. of } Strakes		<i>.54</i>	<i>.44</i>	<i>.44</i>	<i>✓</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	
UPPER DECK, Sheer- } strake in Wells	<i>50</i>	<i>.64</i>	<i>.44</i>	<i>.44</i>	<i>✓</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>Lead rivets</i>	<i>"</i>	<i>3 1/2</i>	<i>✓</i>	
UPPER DECK, Sheer- } strake in Bridge ...	<i>✓</i>					<i>"</i>	<i>"</i>	<i>"</i>	<i>treble</i>	<i>"</i>	<i>3 1/8</i>	<i>"</i>	
STRAKE BELOW Sheer- } strake in Wells	<i>50</i>	<i>.62</i>	<i>.44</i>	<i>.44</i>	<i>✓</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>treble</i>	<i>"</i>	<i>3 1/8</i>	<i>"</i>	
STRAKE BELOW Sheer- } strake in Bridge ...	<i>✓</i>												
POOP SIDE PLATING				<i>.37</i>	<i>✓</i>	<i>single</i>	<i>3/4</i>	<i>3</i>	<i>single</i>	<i>3/4</i>	<i>2 5/8</i>	<i>"</i>	
BRIDGE SIDE PLATING ...	<i>✓</i>												
FOREC'TLE SIDE PLATING			<i>.40</i>		<i>✓</i>	<i>single</i>	<i>3/4</i>	<i>3</i>	<i>do.</i>	<i>3/4</i>	<i>2 5/8</i>	<i>"</i>	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— *Six*

Extending to Upper Deck (Sec. 3 c) *One*

24. „ Deck next below *five*

As per Rule *Six*

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D,	Upper tween decks	✓				
"	Second "	✓	27	4x3x38	30"	✓
"	Third "	✓				
"	Holds	✓	38 to 29	8x3x43 B.A.	30"	✓
COLLISION	(in Hold)	✓	50 to 34	8 1/2 x 38 B.A.	24	semi bolt heads 5"
AFTER PEAK	"	✓	48 to 31	7 x 3 x 44 B.A.	24	Tunnel beam

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓	Flat plate keel		
STEM	✓	9"x2 ³ / ₈ " rolled steel bar		
STERN FRAME {				
Propeller Post	forging	10"x7"	Dempsey	
Rudder "	do	9"x7"		
RUDDER—A×D		408		
Speed of Vessel		not exceeding 10 knots		
RUDDER mainpiece at head	forging	9 ¹ / ₂ "	Dempsey	
" " heel	do	7 ¹ / ₄ "	Forg. Co.	
" how constructed		forged.		
" double or single plate		Single plate		1.06"
" coupling, vertical or horizontal		horizontal		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)

David Colville & Sons Ltd.

Has the Steel been tested as required by the Rules?

Yes.

EQUIPMENT No. 30161										LETTER X	ANCHORS.		
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.			
59786	1st Bower	57	0	24	56	1	10	46	15	2	Trojan	S. Taylor & Sons	LPNG Sept 13 th 1926
59787	2nd "	56	1	10	do			46	4	2	do	do	do
59788	3rd "	48	0	18	do			41	4	0	do	do	do
	Collective weight.	161	2	24									
59789	Stream	15	3	7	15	3	7	17	3	0	Rodgers	do	do

CHAIN CABLES.										HAWSEERS 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.
3971	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts.	Fathoms.	Ins.	Steel	S. Taylor & Sons	LPNG. 18 th Sept 1926	TOWLINE...	Fathoms.	Ins.	Tons.	Fathoms.	Ins.
	270	2 7/8	21 1/4	113 3/4	616-0-14	608 3/4	270	2 7/8	Anchor				120	4 1/2	39	120	4 1/2
												HAWSERS & WARPS	90	2 1/2	12.5	90	2 1/2
													90	2 1/2	1	90	2 1/2
Iron (Stream Chain) - Steel Wire	90	4 1/2		39			90	4 1/2	S.M.				90	4 1/2		90	4 1/2
													(2) 11MM. 90	7		(1) 90	7

Steering Gear, Steam *Electric hydraulic by Harland & Wolff* Steering Gear, Hand *Dunkin*

Boats *Four* Steering Chains, Size and Test *none* Windlass *Clarke Chapman*

Ceiling in Holds, thickness and material *2 1/2 W.P. under hatch* Cargo Battens, thickness, material and spacing *6" x 2" W.P. 9" apart*

Cargo Hatchways. (Upper Deck) *Steel coaming 14" - 30" above deck* Thickness of Hatches *3"*

Size of No. 1 Hatchway (Forward) *22'6" x 17'* No. 2 *27'6" x 17'* No. 3 *25' x 17'* No. 4 *25' x 17'* No. 5 *✓* No. 6 *✓*

Number of Shifting Beams and/or Fore and Afters *4 in Nos. 1-3 and 4 - 5 in No. 2*

Builder's Signature *Arch. W. William & Son Ltd*
Garrick
Director

GENERAL DECLARATION *The materials & workmanship are good. The vessel has been built in accordance with the approved plans, the Secretary's letters of various dates, and in conformity with the Rules for the class contemplated. The vessel is constructed to carry oil fuel in Nos. 2, 3, 4 & 5 D.B. Tanks. The deep tanks are constructed for carrying palm oil. The tanks, decks, bulkheads, tunnel & W.T. doors have been tested in accordance with the Rules, and the requirements of Sec. 35 of the Rules have been complied with where applicable. The freeboard has been verified and the freeboard markings cut in on the vessel's sides.*

For list of approved plans & forging reports forwarded herewith please see over. Please return plans for dealing with sister vessels.

The amount of Entry Fee £ 7 : 0 : 0 Fees applied for, *5-9-1927*

Special Survey Fee.... £ 264 : 9 : 0 Received by me, *8-9-1927*

Freeboard £ 8 : 8 : 0

Travelling Expenses, if any £ : : ✓

I am of opinion the Vessel should be Classed *+100A1* with freeboard carrying vegetable oil in deep tanks

State whether the Vessel has been built under Special Survey *Yes* Signature *W. Patterson* Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Glasgow* Date of issue *10/10/27*

Committee's Minute *GLASGOW 6th SEP 1927*

Character assigned *+100A1* *With freeboard*

8.27 *Lloyd's accor.* *+ LMC 8.27*

Carrying vegetable oil in deep tanks

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W 27-0057(2/2)

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.)

List of approved plans forwarded herewith:—

- (1) Midship Section
 - (2) Profile & decks
 - (3) Pillar & Girders plan.
 - (4) Rudder & Sternpost
 - (5) Bulkhead scantlings
 - (6) Stitches
 - (7) Painting Arrangement
 - (8) Strengthening of double bottom forward.
 - (9) Engine seating
 - (10) Casings & Houses
 - (11) Framing in way of Palm oil tanks
 - (12) Tiller & Crosshead.
 - (13) Pumping plan
 - (14) Ballast Suctions to Palm oil tanks
 - (15) Arrangement of W. Ports in bulwarks
 - (16) Alternative Arrangement of Gunnel angles.
- Five forging & casting reports.

Midship Section (as built) forwarded in advance

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

1st Bower

2nd "

3rd "

Trojan (forged open heart ingot steel) anchors.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 37.3 ft., R.Q.D. ft., Bridge ft., Forecastle 41.8 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) 2 decks & shell deck steel

Official No. 149636 Signal Letters K.W.V.Y.

Is bottom of Vessel coated with cement part if not give

particulars of composition 1st tank, 2nd tank, 3rd tank, cofferdams & bilges cemented, remainder 2 coats lined oil

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length. Feet.	S.W. Water Capacity. Tons.	Where Fitted.	Length. Feet.	S.W. Water Capacity. Tons.
Double bottom, aft,	112.5	271	Fore peak tank,		97
Double bottom, under Engines and Boilers,			After peak tank,		100
Double bottom, under Engines ^{only} { _{fuel water} }	15.0	51	Deep tank, aft, 4 tanks (2 Port & 2 Star) ^{Palm} oil.	57.5	616
Double bottom, if under Boilers only,	7.5	13	Deep tank, forward,		
Double bottom, forward,	156.75	443	Other tanks, if fitted,		
Total length D.B. tanks 291.75		778	(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. 5755

Date 15.3.26

Dates of Surveys held while building

1926 Mar 10. 15. 25 Apr 2. 9. 13. 21. 26. 28 May 4. 10. 13. 17. 21. 27 Jun 1. 5. 8. 15. 17. 21. 24. 30 Jul 5 Aug 5. 13 Sep 21 Oct 5. 27 Nov 26 Dec 3. 20. 27 (1927) Jan 27 Feb 3. 7. 9. 11. 16. 23. 25 Mar 2. 4. 9. 13. 17. 25. 29 Apr 12. 21. 28. 29 May 5. 11. 13. 19. 24. 27. 30 Jun 1. 3. 6. 7. 9. 15. 29 Aug 9. 17. 20. 24

Total No. of Visits 70