

With ~~or Without~~
Disconnected Erections.

STEEL STEAMER.

Received at London Office

Date of completion of report
Survey held at

Wokington

State if Report is also sent on the Machinery of the Vessel

Yes

Port of Barrow-in-Furness

No.

1839

Date, First Survey 6th Sep. 1918

Last Survey

19

On the (State if Single, Twin or Triple Screw)

Steamer

"Dynamo"

Rig Schooner

TONNAGE under
Tonnage Deck

548.06

CLASS 100. A.1.

FEET.

Master

Year of appointment

(1) As Master in service of
owner of present vessel:—19
(2) As Master of this
vessel:—19

Do. between Tonnage Dk. and 3rd and 4th Dk.

Breadth (greatest moulded)

29.25

Built at

Wokington

Do. of Deck

129.96

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

14.58

When built

1920

Launched 8th March 1920

Do. of Bridge House

11.96

Transverse Number

43.82

By whom built

R. Williamson & Son.

Do. of Forecastle

20.00

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

186.33

Owners

E. Williams & Co.

Do. of Houses on Dk.

18.90

Longitudinal Number

8166

Managers

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

Do. of excess of Hatchways

46.56

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

R.Q.D. 16.4

Residence

Hull

Do. above Crown of Engine Room

25.72

Proportions—Depths to Length—

12.77

Port belonging to

Hull

Gross Tonnage

801.16

Destined Voyage

Surveyed while Building, Afloat, or in Dry Dock

Built under Special Survey

Less Crew Space

40.30

Less above Crown of

25.72

735.14

345.96

40.32

25.72

374.68

Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Top of	Feet.	Inches.	No. of Decks with flat laid
4	Moulded	29	3	Do. do.	do. do.	7 1/2	4 1/2	One
								No. of Tiers of Beams

Register, Length 186.3 breadth 29.45 depth 12.4 Moulded depth, ft. 14 ins. 7 To Bridge Dk. Round of Upper Dk. Beam, Actual 7 1/2 ins.

ING.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.		Inches in Ship.	
------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--	-----------------	--

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	wood 40-4	✓	13½	10½	3					
	Main	" 39-8	✓	"	"	"					
	Mizen.....	" 37-1		"	"	"					
Downmast	Jigger	" 27-0	✓	9½	7	"	✓	✓		✓	✓
Topmasts, Yards and Remainder of Spars None											
Rigging, Material and Size, Shrouds 2½ Galvanized wire. Stays 3½" Jigger = 2½".											
Sails. None Suit of Sails, and the following spars-sails.											

© 2019 Lloyd's Register Foundation

W29-0011 (212)

GENERAL REMARKS—(continued).

The Freeboard Certificate & the pumping plan together with a list of the work to complete the Survey, have been forwarded to Glasgow.

The order for this "Standard" vessel (Type C.S.) No. 230 was placed with Messrs R Williamson & Son by the Controller General of Merchant Shipbuilding as intimated in the Secretary's Letter (M) dated 18th June 1918. When the vessel was 35% complete she was sold to the Ellerman, Wilson Line Ltd in 1919.

When the vessel was being launched, it was discovered at the last moment that a hole in the shell plating on the starboard side, had not been drilled through the fore & aft angle of the double bottom margin plate immediately forward of the stokehold bulkhead. As the vessel was in motion, nothing could be done at the time. A careful internal examination was made, but no leakage could be found after the vessel was launched.

It has been recommended to the Builders that the vessel be placed in dry dock before completion to enable the matter to be attended to, so that a favourable report may be forwarded to the Committee with a view to classification.

All the correspondence in connection therewith is enclosed, but Messrs Williamson have not yet come to any decision.

The approved plans (6 in number) are enclosed, which, together with the pumping plan, should be returned to this port for the construction of the duplicate vessels.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop \checkmark ft., R.Q.D. 116'0ft., Bridge 9'16 ft., Forecastle 23'38ft.
(in feet and tenths). When the R.Q.D. 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) 1. Dth (5th)

Official No. : Signal Letters

State if Machinery is fitted aft Yes.

How are the surfaces preserved from oxidation? Inside Paint & cement with the exception Outside Paint
that in the D.B. Tank, cement fillets only are fitted as per specification for Standard Vessels.
The underside of Tank Top plating is not coated.

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	111'10"	162	Other tanks, if fitted,		
	Total capacity of double bottom	162	(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. \checkmark

Date 18th June 1918

No. 230. in builder's yard.

DATES OF SURVEYS held while building

1918:— Sep. 6th 19th 30th Octo 5th 14th 31st Nov 11th 25th Dec 3rd 20th
1919:— Jan 10th 23rd Feb 14th 26th Mar 6th 18th 27th Apr 8th 11th 28th May 2nd 10th 24th June 5th 12th
July 1st 10th 25th Aug 22nd Sep 5th 22nd Octo 13th 27th Nov 6th 20th Dec 8th
1920:— Jan 6th 16th Feb 2nd 16th Mar 3rd 11th

Total No. of Visits 43

Surveyor's Signature Thomas S. Shute