

STEEL STEAMER or MOTORSHIP.

Received at London Office 5 DEC 1926

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

Port of

NEWCASTLE-ON-TYNE

No. 80753

Survey held at Helburn on Tyne

Date First Survey 13 Aug 1925

Last Survey 29 Nov

1926

On the (State if Machinery fitted Aft and

T.S.S. "AFRICSTAR"

State Type (Full Scantling, Complete Superstructure

Scantlings for Freeboard

State Type of Erections Prop Bridge & Forecastle

TONNAGE under

9075.02

CLASS +100A1

State if with freeboard as condition of Class with 18 ft.

Built at Helburn on Tyne

Launched 11 May 1926 Yard No. 958

Builders Palmers S.B. & Co. Ltd

Owners Blue Star Line (1920) Ltd.

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.

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Total

9075.02

Gross Tonnage

10644.25

Register Tonnage

6543.14

REGISTERED DIMENSIONS.

FEET.

Length

473.8

Breadth

67.35

Depth

36.8

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

L 474.8

Breadth (greatest moulded)

B 67.0

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

D 39.75

1st Longitudinal Number (L x D) = 18873

2nd Numeral L x (B + D) = 50685

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

64" x 12.95

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

11.94

Do. Long Bridge to top of keel

9.84

Draught Moulded extreme

30'0"

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	32 1/2		Bracket Floors, Frame	Built Angle 7 1/2 3 1/2 4 1/2	
" " from 1/2 length to Collision bulkhead	27		" " Reversed Frame	7 3 4 1/2	
" " in peaks	24		" " Vertical Struts	24 x 1 1/2 32 x 1 1/2	flanged.
DE FRAMING.			Centre Girder, depth and thickness amidships	46 1/2 x 63	
Frame Amidships, Angle [or]	11 3 1/2 50		" " top Angles	3 1/2 3 1/2 57	
" " Extends up to	4" DECK		" " bottom Angles	5 5 67	
Reversed Frame Amidships, Angle	4 4 42		Side Girders, No. each side and thickness	2 @ 45	
WHERE NO 4" DECK Extends up to	3" DECK		Margin Plate depth (excl. of flange) and thickness	45 1/2 x 57	
Depth of Framing Girder	11		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	3 1/2 3 1/2 50	
Frames in Uppermost Continuous 'tween Decks, Angle [or]	9 1/2 3 1/2 49		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	5 5 50	
" " Second 'tween Decks, Angle [or]	9 1/2 3 1/2 49		" " Gussets, spacing and scantling abaft 1/2 len. from stem	45" continuous plate	
" " Third " " " "	9 1/2 3 1/2 49		" " Gussets, spacing and scantling forward 1/2 len. from stem	45" " "	
Framing in Peaks, Angle [or]	9 1/2 3 1/2 49		Tank Side Brackets, height above base line at toe of Frame and thickness	46 1/2 x 50	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	1 1/2 x 6" 53		INNER BOTTOM PLATING.		
State if Frame Joggled	yes.		Breadth and thickness of Middle Line Strake	52 1/2 x 60	
STRENGTHENING ARRANGEMENTS (Sec. 7), state system and particulars	2 intercostal struts in hold reverse frame on alternate frames		Thickness of remainder in Holds	52 x 48	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	3 struts midship thickness each side double bottom frames additional girders		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	
DOUBLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle [or]	11 x 3 1/2 x 3 1/2 x 52	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle [or]	9 x 3 1/2 x 3 1/2 x 53	
Middle Line Keelson, on Floors, Angles, [or]			Spacing	every frame	
" " Through Plate or Intercostal Plate			Second Deck, amidships, Angle [or]	9 x 3 1/2 x 3 1/2 x 53	
" " Foundation Plate on Floors			Spacing	every frame	
" " Flat Plate Keel Angles			Third Deck, amidships, Angle [or]	9 x 3 1/2 x 3 1/2 x 53	
Keelsons, No. each side			Spacing	every frame	
" thickness of Intercostal Plate			Fourth Deck, amidships, Angle [or]	9 x 3 1/2 x 3 1/2 x 53	
" Angles			Spacing	every frame	
DOUBLE BOTTOM.			Poop Deck, Angle [or]	9 x 3 x 56	
Deck Floors, thickness and spacing	45" every 3rd frame		Spacing	every frame	
" Are Frame and Reversed Frame joggled?	yes		Bridge Deck, Angle [or]	10 x 3 1/2 x 3 1/2 x 50	in way of chiller meat
Bracket Floors, breadth and thickness at middle line	36 1/2 x 45		Spacing	every frame	
" breadth and thickness at margin plate	36 1/2 x 45		Forecastle Deck, Angle [or]	8 1/2 3 46	
			Spacing	every frame	

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 - Tubular pillars 20 per plan</i>						
<i>upper</i> in 'tween Decks, Size and Spacing.....	<i>7" x 40 to 10" x 50</i>						
<i>2nd</i> " " " " " " " "	<i>10" x 40 to 15" x 50</i>						
<i>3rd</i> " " " " " " " "	<i>12" x 44 to 17" x 57</i>						
in Holds " " " " " " " "	<i>12" x 48 to 19" x 70</i>						
" " " " " " " "							
Centre Line Bulkhead.							
Stiffeners and Spacing.....	✓						
Plating, thickness of	✓						
STRINGERS AND DECKS.							
Uppermost Continuous Deck.							
Stringer Plate, breadth and thickness in Wells	72	.82					
" " " " " " " " in way of Bridge	72	.45					
" Angle in Wells	6	.82					
Thickness of Plating abreast Deck openings in way of Wells .....		.60					
Thickness of Plating abreast Deck openings in way of Bridge .....		.42					
Thickness of Plating within line of openings.....		.46					
If Sheathed, material and thickness		✓					
Second Deck.							
Stringer Plate, breadth and thickness in Wells...	51	.46					
Stringer Plate, breadth and thickness in way of Bridge							
Thickness of Plating abreast Deck openings in way of Wells							
Thickness of Plating abreast Deck openings in way of Bridge							
Thickness of Plating within line of openings.....							
If Sheathed, material and thickness							
Third Deck.							
Stringer Plate, breadth and thickness.....	51	.40					
If Plated, state thickness.....		.36					
Fourth Deck.							
Stringer Plate, breadth and thickness.....	51	.34					
If Plated, state thickness .....		.30					
Poop Deck.							
Stringer Plate, breadth and thickness	39	.39					
Plating, Sheathing, material and thickness ...	26	+ 2 1/2	0-Pine				
Bridge Deck.							
Stringer Plate, breadth and thickness.....	68	.70					
Plating, Sheathing, material and thickness ...	56	1 1/2	Composition in accommodation				
Forecastle Deck.							
Stringer Plate, breadth and thickness.....	36 1/2	.39					
Plating, Sheathing, material and thickness ...	36	2 1/2	0-Pine				

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged?			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.									
FLAT PLATE KEEL	55½	1.14 in way of duct keel 1.00	.84	.84		double	1⅝	4½	4 to 3	1⅝	4½	Lapped	
„ DBLG. (if any)		✓											
BOTTOM PLATING, No. of Strakes .....4.....)	76	.80 galv. .72	.52	.62	.72		1⅝ 7/8	4+3½	4 to 3	1⅝ 7/8	4+3½	„	
BILGE PLATING, No. of Strakes .....2.....)	72	.72	.60	.72		„	7/8	3½	4 to 3	7/8	3½	„	
SIDE PLATING, No. of Strakes .....5.....)	65 70 72 75	.72	.60	.50		„	7/8	3½	4 to 3	7/8	3½	„	
UPPER DECK, Sheer-strake in Wells.....)	52½	.93	.60	.50		„			5 to 3	1"	4	„	
UPPER DECK, Sheer-strake in Bridge ...)	52½	.72	1.39 at bridge ends			„	7/8	3½	4	7/8	3½	„	
STRAKE BELOW Sheer-strake in Wells.....)	52½	.84	.60	.50		„	1"	4"	4	1"	4	„	
STRAKE BELOW Sheer-strake in Bridge ...)	52½	.72				„	7/8	3½	4	7/8	3½	„	
POOP SIDE PLATING .....				.42		single	¾	3	1	¾	2⅞	„
BRIDGE SIDE PLATING ...)	50¾ 61	.66 .76			.66 app?	double	7/8	3½	4	7/8	3½	„	
FOREC'TLE SIDE PLATING			.44			Single	¾	3	1	¾	2⅞	„	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c).....	8
" Deck next below	see note in General Declaration
As per Rule.....	8

	Plating Thickness.	STIFFENERS.	
		VERTICAL.	HORIZONTAL.
		Scantlings, Spacing.	Scantlings, Spacing.
MIDSHIP BULKHEAD , Upper tween decks	.26	4 1/2 x 3 x 34 30	31
" " Second " " ✓	.29	BA 6 x 3 x 32 30 1/2	31
" " Third " " ✓	.32	BA 7 x 3 x 34 30 1/2	31
" " Holds .....	.35	BA 9 x 3 x 48 30 1/2	31
COLLISION " (in Hold) .....	.37	BA 11 x 3 1/2 x 34 24	18
AFTER PEAK " " .....	.35	BA 11 x 3 1/2 x 34 24	18

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL , Bar	Polled	11 x 2 1/8	Beardmore	
STEM				
STERN FRAME { Propeller Post	Cast	as plan	Boehm & Co.	
{ Rudder "	Cast	11 1/2 x 3 1/2	Vitovice Works	
RUDDER—A x D.....		67345		
Speed of Vessel.....		15		
RUDDER mainpiece at head ...	Forging	13 1/2	Skoda Works	
" " heel ...		10 1/4		
how constructed		Arms shrunk & keyed to main piece		
double or single plate		single 1.26		
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)
	Long, Tuzach, Rose & Partners, Bickel & Langdon, Cornett, Cargo Steel
	Open heart process
	Y.S.
	Has the Steel been tested as required by the Rules?

Reg. No. 92
for 1/2 of 1 may be followed Rules. For sh
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In expenses In T which p Wh understood in any rep Society, of
No. 92
the Reg

EQUIPMENT No. 53369												LETTER ft		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.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.				
88300	1st Bower ...	91	0	0				63	12	2	0		Hell's stockless	Hingley	15/4/26 Green	
88302	2nd " ...	90	0	0				63	5	0	0		"	"	"	
88301	3rd " ...	77	3	7				57	12	2	0		"	"	"	
	Collective weight.	258	3	7								257½	"	"	"	
88332	Stream	26	2	14	6	3	14	26	1	3	14	26	ordinary	"	" 26-4-26 "	

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.	Statury.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.	Length.					Cir.	Length.		Cir.		
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.				Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
80064	150	2 7/8	120.9	119.25	530-2-17				150	2 7/8	Stud	Hingley	12/4/26 Green	TOWLINE ...	130	6	114	130	6
80067	150	2 5/8	"	"	529-1-0			1040	150	2 5/8	"	"	" 30-4-26 "	HAWSERS & WARPS }	200	2 3/4	150	100	2 3/4
Iron Stream Chain or Steel Wire	120	Cir. 5/8		88			(see letter)		120	Cir. 5/8	"	"	"	"	200	2 3/4	150	100	2 3/4
														"	20	6	114		

Steering Gear, Steam *Wilson Pirrie Type by Hastie & Co.* Steering Gear, Hand *Tackles to wind*

Boats *6 life boats 25'* Steering Chains, Size and Test *None* Windlass *Steam, Clarke Chapman.*

Ceiling in Holds, thickness and material *all insulated* Cargo Battens, thickness, material and spacing *all insulated*

Cargo Hatchways.—(Upper Deck) *Coaming 44 as plan* Thickness of Hatches *3"*

Size of No. 1 Hatchway (Forward) *15'9" x 18'* No. 2 *24'4 1/2" x 18'* No. 3 *24'4 1/2" x 18'* No. 4 *16'3" x 18'* No. 5 *16'3" x 18'* No. 6 *16'3" x 18'*

Number of Shifting Beams and/or Fore and Afters *3 in No. 1, 5 in No. 2 & 3, 3 in No. 4-5 & 6*

PALMERS SHIPBUILDING & IRON CO.,
Builder's Signature *A. MacDonald* SHIPYARD MANAGER

GENERAL DECLARATION *This vessel has been built in accordance with the approved plans, the Society's rules & the Committee's instructions. The workmanship & materials are good and to my satisfaction. All double bottom spaces, peaks & settling tanks have been tested by filling with water to rule pressure. All bulkheads & all decks and the shaft tunnels have been hose tested. All cargo spaces (holds & stowage decks) are insulated for the carriage of chilled or frozen meat as per special report. All double bottom tanks (except Nos 5 & 6 Freshwater tanks) have been arranged for the carriage of oil fuel and have been tested as such. The heating coils in them & the settling tanks have been tested. The cross bunker (frames 78 to 81) has been subdivided by fore & aft oil tight bulkheads and two portions (one each side of centre line) made into settling tanks as per special plan approved. The wing spaces adjoining the settling tanks remain as coal bunkers but the plating and rivetting & vertical stiffening are as approved on plan of these bulkheads for the carriage of oil fuel. The horizontal stiffening required by the plan is only partially fitted the plates being extended beyond the vertical stiffeners only sufficient to form a landing*

The amount of Entry Fee £ *12 : 0 : 0* Fees applied for, *8 DEC 1926*

Special Survey Fee.... £ *458 : 1 : 0* Received by me, *29.12.1926* I am of opinion the Vessel should be Classed *100A1 with freeboard.*

Travelling Expenses, if any £ *15 : 0 : 0* State whether the Vessel has been built under Special Survey *No* Signature *G. H. Brown*

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Newcastle* Date of issue *30/12/26*

Committee's Minute *FRI. 10 DEC 1926*

Character assigned *100 A1 With Freeboard.*

Lloyd's A.S.C.P.

+ L.M.C. 11:26 F.D. C.L.

Fitted for Oil Fuel 11:26 F.P. above 150°F

Wick & Co

My

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W325-0095 (212)

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.)

for the missing portion which will be fitted with its brackets and face bar if it is decided in the future to utilise these wing spaces for the carriage of oil fuel

For the voyage now begun the vessel will burn liquid fuel and no coal is carried in these wing spaces. The "close cleading of wood" required by the Secretary's letter of 18th Sept. is not fitted and we have a letter from the owners giving an undertaking that no coal will be carried in the cross bunker adjoining the settling tanks while the latter are used for fuel oil until we have fitted suitable screens between the settling tanks and the adjoining bunker space.

The assigned freeboards have been marked on vessel's sides, verified & cut in.

The approved plans are forwarded herewith. The vessel is a duplicate of "STUARTSTAR" by same builders for same owners.

Midship Section and profile & deck plans of vessel as built were forwarded with 1st entry report on "STUARTSTAR"

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	57-6-6	59-0-24	me ² p.m.	K.H. Dusseldorf	23-2-26	3777
	2nd "	56-2-22	58-3-6	"	"	"	3776
	3rd "	48-3-15	50-1-7	"	"	"	3778

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 72.4 ft., R.Q.D. — ft., Bridge 200.4 ft., Forecastle 39.8 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *not joined*

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 4 dks (all) except No. 4 hold where 3 dks (all)

Official No. 149755; Signal Letters Is bottom of Vessel coated with cement if not give

particulars of composition oil or ballast tanks filled with cement at various places, 1st 4 tanks cemented Peaks & masts 4 bilges cemented hold bilges & hulls & ports "Bismarck" cement

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft, Nos 8 & 7 tanks (oil or ballast) NW	103	SW 283	Fore peak tank,		102
Double bottom, under Engines and Boilers, NW	27	FW 136	After peak tank,		117
Double bottom, if under Engines only,	21.7	FW 120	Deep tank, aft,		
Double bottom, if under Boilers only, oil or ballast	43.3	SW 265	Deep tank, forward,		
Double bottom, forward, Nos 1-2 & 3 tanks (oil or ballast)	193.8	SW 639	Other tanks, if fitted,		
Total capacity of double bottom			(If necessary, furnish further information by sketch.)		
388.9			1433		

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

Order for Special Survey No. 5154
Date 23.9.25
Dates of Surveys held while building
1925 Aug. 13, 26, 31, Sep. 2, 10, 15, 17, 25, Oct. 19, 20, 26, 27, 30, Nov. 4, 9, 11, 13, 17, 19, 24, 26, Dec. 3, 11, 17, 18, 21, 22, 1926 Jan. 2, 5, 7, 8, 11, 12, 21, 27, Feb. 1, 5, 8, 10, 19, 23, Mar. 3, 4, 5, 10, Apr. 1, 10, 13, 28, 30, May 2, 4, 6, 8, 10, 11, 19, 20, 27, June 2, July 1, 12, 13, 15, 16, 20, 21, 23, 26, 28, Aug. 5, 19, 26, Sept. 9, 24, 28, 30, Oct. 6, 15, 20, 22, 26, 27, 29, Nov. 1, 8, 9, 10, 15, 18, 22, 26, 29.

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