

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

Port of

London (Gosnuch)

No.

*92,980*Survey held at *Great Yarmouth*

Date First Survey

*3rd FEBRUARY 1927*Last Survey *31st July*192*8*

On the

*Single screw Motorship "AMENITY."*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *✓*

State Type of Erections

TONNAGE under Tonnage Deck *188.91*

CLASS

*100 A-1*State if with freeboard as condition of Class *No.*

FEET.

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 115.00*Breadth (greatest moulded) *B 23.00*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 9.5*1st Longitudinal Number (L x D) *= 1092.5*2nd Numeral L x (B + D) *= 3737.5*Framing Depth "d," at middle of length. See Sec. 3 (1d) *8.5*Proportions—Depth to Length—Uppermost continuous deck to top of keel *12.1*
Do. Long Bridge to top of keel *✓*

Draught Moulded

Built at *Great Yarmouth*Launched *21st April 1928*. Yard No. *320*Builders *Fellows & Co. Ltd.*Owners *F. J. Everard Sons, Ltd.*Managers *✓*

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

Residence *London*Port of Registry *London*

If surveyed while building, afloat, or in dry dock

Building

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 | 23 | | Bracket Floors, Frame | |
| " " from $\frac{1}{2}$ length to Collision bulkhead | 23 | | " " Reversed Frame | |
| " " in peaks <i>Triangular</i> | 21 | | " " Vertical Struts | |
| FRAME FRAMING. | | | Centre Girder, depth and thickness amidships | |
| Frame Amidships, Angle, \square or \square | 4 $\frac{1}{2}$ 3 38 | | " " top Angles | |
| " " Extends up to | Main deck | | " " bottom Angles | |
| Reversed Frame Amidships, Angle | 3 2 $\frac{1}{2}$ 36 | | Side Girders, No. each side and thickness | |
| " " Extends up to | Across floors only | | Margin Plate depth (excl. of flange) and thickness | |
| Depth of Framing Girder | 4 $\frac{1}{2}$ | | " " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem | |
| Frames in Uppermost Continuous 'tween Decks, Angle, \square or \square | ✓ | | " " Vertical Angle to Tank side Bracket forward $\frac{1}{2}$ len. from stem | |
| " " Second 'tween Decks, Angle, \square or \square | ✓ | | " " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem | |
| " " Third " " " " | ✓ | | " " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem | |
| Framing in Peaks, Angle \square or \square | 5 3 38 | | Tank Side Brackets, height above base line at toe of Frame and thickness | |
| Diameter and Spacing of Rivets through Frame and Shell Plating amidships | 3 5 $\frac{1}{4}$ | | INNER BOTTOM PLATING. | |
| State if Frame Joggled | No | | Breadth and thickness of Middle Line Strake | |
| PLATING ARRANGEMENTS (Sec. 7), state system and particulars | no stringer plate 20 32 | | Thickness of remainder in Holds | |
| STRENGTHENING OF BOTTOM FORWARD. State Particulars <i>Double frame</i> | 4 $\frac{1}{2}$ 3 38 | | 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? | |
| DOUBLE BOTTOM. | | | BEAMS. | |
| Floors, Depth and thickness at mid-line in Holds | 12 38 | | Uppermost Continuous Deck, amidships | 5 3 38 |
| Height of Brackets at side above base line at toe of frame | ✓ | | " " " " Angle, \square or \square | ✓ |
| Middle Line Keelson, on Floors, Angles | 3 $\frac{1}{2}$ 3 36 | | " " " " in way of Bridge, Angle, \square or \square | ✓ |
| " " " " Through Plate or Intercoastal Plate | 15 30 | | Spacing | 23 |
| " " " " Foundation Plate on Floors | ✓ | | Second Deck, amidships, Angle, \square or \square | |
| " " " " Flat Plate Keel Angles | 3 $\frac{1}{2}$ 3 36 | | Spacing | |
| Keelsons, No. each side | one | | Third Deck, amidships, Angle, \square or \square | |
| " " thickness of Intercoastal Plate | 30 | | Spacing | |
| " " Angles | 3 $\frac{1}{2}$ 3 36 | | Fourth Deck, amidships, Angle, \square or \square | |
| DOUBLE BOTTOM. | | | Spacing | |
| Floors, thickness and spacing | ✓ | | Quarter Deck, Angle, \square or \square | 5 3 38 |
| " " Are Frame and Reversed Frame joggled? | ✓ | | Spacing | 23 |
| Bracket Floors, breadth and thickness at middle line | ✓ | | Bridge Deck, Angle, \square or \square | ✓ |
| " " breadth and thickness at margin plate | ✓ | | Spacing | ✓ |
| | | | Forecastle Deck, Angle, \square or \square | 5 3 38 |
| | | | Spacing | 21 |

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>at ends of Hatchway</i> | | | | <i>CHANNEL. 8x3x3x40</i> | Thickness of Plating within line of openings... | | | | |
| „ „ „ „ „ | ✓ | | | | If Sheathed, material and thickness | | | | |
| Centre Line Bulkhead. | | | | | Third Deck. | | | | |
| Stiffeners and Spacing..... | ✓ | | | | Stringer Plate, breadth and thickness..... | | | | |
| Plating, thickness of | ✓ | | | | If Plated, state thickness..... | | | | |
| STRINGERS AND DECKS. | | | | | Fourth Deck. | | | | |
| Uppermost Continuous Deck. | | | | | Stringer Plate, breadth and thickness..... | | | | |
| Stringer Plate, breadth and thickness in Wells | | 50 | 36 | | If Plated, state thickness | | | | |
| „ „ „ „ in way of Bridge | ✓ | | | | Poop Deck. | | | | |
| „ Angle in Wells | | 3 | 3 | 36 | Stringer Plate, breadth and thickness | | | 36 | |
| Thickness of Plating abreast Deck openings in way of Wells | ✓ | | | | Plating, Sheathing , material and thickness ... | | | 36 | |
| Thickness of Plating abreast Deck openings in way of Bridge | ✓ | | | | Bridge Deck. | | | | |
| Thickness of Plating within line of openings... | | | | 36 | 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... | ✓ | | | | Stringer Plate, breadth and thickness | 23 | | 36 | |
| | | | | | Plating, Sheathing, material and thickness ... | 36. | | 2½ P.P.m | |

SHELL PLATING.

| SCANTLINGS. | | | | | RIVETING. | | | | | | | | |
|--|---------------|------------|------------|------------|--|--------------------------------------|---------------|-----------------------|---------------------------|---------------|-----------------------|------------------------|--|
| STRAKES. | AS IN VESSEL. | | | | ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED. | EDGES. State if joggled? | | | 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 | 48 | 50 | 50 | 50 | | Double | $\frac{3}{4}$ | 3 | 3 | $\frac{3}{4}$ | $2\frac{5}{8}$ | Strapped | |
| „ DBLG. (if any) ✓ | | | | | | | | | | | | | |
| BOTTOM PLATING, No. of Strakes | 48 | 50 | 50 | 50 | | Single Double for $\frac{1}{2}$ L | $\frac{3}{4}$ | 3 | 2 | $\frac{3}{4}$ | $2\frac{5}{8}$ | Lapped | |
| BILGE PLATING, No. of Strakes | 52 | 50 | 50 | 50 | | Single Double for $\frac{1}{2}$ L | $\frac{3}{4}$ | 3 | 2 | $\frac{3}{4}$ | $2\frac{5}{8}$ | Strapped | |
| SIDE PLATING, No. of Strakes | 48 | 50 | 50 | 50 | | Single. | $\frac{3}{4}$ | 3 | 2 | $\frac{3}{4}$ | $2\frac{5}{8}$ | Lapped. | |
| UPPER DECK, Sheer- strake in Wells.....) | 48 | 50 | 50 | 50 | | Double. | $\frac{3}{4}$ | 3 | 2 | $\frac{3}{4}$ | $2\frac{5}{8}$ | Strapped. | |
| UPPER DECK, Sheer- strake in Bridge ...) | ✓ | | | | | | | | | | | | |
| STRAKE BELOW Sheer- strake in Wells.....) | ✓ | | | | | | | | | | | | |
| STRAKE BELOW Sheer- strake in Bridge ...) | ✓ | | | | | | | | | | | | |
| Quarter Beam SIDE PLATING | 40 | 32 | | | | Single | $\frac{3}{4}$ | 3 | 2 | $\frac{3}{4}$ | $2\frac{5}{8}$ | Lapped | |
| BRIDGE SIDE PLATING ... | ✓ | | | | | | | | | | | | |
| FOREC'TLE SIDE PLATING | 40-48 | 32 | | | | Single | $\frac{3}{4}$ | 3 | 2 | $\frac{3}{4}$ | $2\frac{5}{8}$ | Lapped | |

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

| Total No. of W.T. BULKHEADS in Vessel— | | | | Casting or Forging. | Scantlings. | Maker's Name. | Any departure from approved plans to be noted. |
|---|--|--------------------|-------------|--|-----------------------|---------------|--|
| Extending to Upper Deck (Sec. 3 c).....3 | | | | KEEL, Bar | Forging | 6½" x 1½" | ✓ |
| ,, Deck next below.....1 | | | | | | | |
| As per Rule.....3. | | | | | | | |
| | | Plating Thickness. | STIFFENERS. | | | | |
| | | | VERTICAL. | | HORIZONTAL. | | |
| | | | Scantlings. | Spacing. | Scantlings. | Spacing. | |
| MIDSHIP BULKHD, Upper tween decks | | ✓ | | | | | |
| ,, Second ,, | | ✓ | | | | | |
| ,, Third ,, | | ✓ | | | | | |
| ,, Hold# | | 28-38 | 4½ x 3 x 38 | 24 | - | - | |
| COLLISION ,, (in Hold) | | 30-38 | 5 x 3 x 38 | 24 | Semi-lux beam 2½ x 32 | | |
| AFTER PEAK ,, | | 28-38 | 4½ x 3 x 38 | 30 | - | - | |
| STEEL. | | | | Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) <i>Gutehoffnungshütte Oberhausen A.R.H.Gesellschaft. (Openhearth)</i> | | | |
| Has the Steel been tested as required by the Rules? <i>Yes.</i> | | | | | | | |
| RUDDER—A x D..... | | | | Speed of Vessel.....10 | | | |
| RUDDER mainpiece at head .. | | | | Forging 4" Foster + Son Ltd. | | | |
| ,, ,, heel .. | | | | " 3" " " " | | | |
| ,, how constructed | | | | Arm. sheath + plate riveted. | | | |
| ,, double or single plate | | | | Single | | | |
| ,, coupling, vertical or horizontal..... | | | | ✓ | | | |

| EQUIPMENT No. | | | | | | | | | | | | LETTER | ANCHORS. | | |
|------------------------|--------------------|-------------------|------|------|------------------|------|------|------------------------|-------|------|------|------------------------------|-----------------------|------------|---|
| Number of Certificate. | Anchor. | 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. | | | |
| 31305 | 1st Bower ... | 6 | 3 | 7 | - | - | - | 9 | 2 | 2 | 0 | 6 $\frac{1}{4}$ | Byss Improved | Not stated | Sld. 19-7-28 J. H. Butler |
| 31250 | 2nd " ... | 6 | 2 | 14 | - | - | - | 8 | 17 | 2 | 0 | 6 $\frac{1}{2}$ | " " | " " | Sld. 25-6-28 J. H. Butler |
| | 3rd " ... | | | | | | | | | | | | | | |
| | Collective weight. | 13 | 1 | 21 | | | | | | | | 12 $\frac{1}{2}$ | | | |
| 43728 | Stream | 1 | 3 | 14 | - | 2 | 3 | 4 | 4 | 1 | 14 | 1 $\frac{3}{4}$ | Ordinary | Not stated | L. H. 22-5-28. L. B. Paul |

| CHAIN CABLES. | | | | | | | | | | | HAWERS 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. | Statutory. | Breaking. | Supplied. | Per Rule. | Length. | Diam. | Length. | | | | | Cir. | Length. | | Cir. | Length. |
| | Fathoms. | Ins. | Tons. | Tons. | Cwts. | qrs. | lbs. | Cwts. | Fathoms. | Ins. | | | | Fathoms. | Ins. | Tons. | Fathoms. | Ins. |
| 41589 | 60 | 1 1/2 | 11 1/2 | 17 3/10 | 22-0-7 | | | | 60 | 1 1/2 | Stud Link | Not stated | L.H. 12-7-28 L.B. Paul | TOWLINE... | 75 | 6 | | 75-6 |
| 41617 | 30 | " | " | " | 10-3-5 | | | | 30 | " | " | " | " " 17-7-28 L.B. Paul | | | | | |
| 15528 | 15 | " | " | " | 5-0-14 | | | | 15 | " | " | " | Sld. 28-11-27 J.H. Butler | HAWERS & WARPS } | 90 | 4 | 33 | 90-4 |
| 15529 | 15 | " | " | " | 5-0-14 | | | | 15 | " | " | " | " 28-11-27 J.H. Butler | | | | | |
| 15405 | 15 1/2 | " | " | " | 5-1-0 | | | | 15 1/2 | " | " | " | " 27-7-27 J.H. Butler | | 45 | 2 | 7 | 45-2 |
| | | Cir. | | | 48-1-12 | 46. | | | | Cir. | | | | | | | | |
| Iron Stream Chain or Steel Wire | ✓ | | | | | | | | | | | | | | | | | |

Steering Gear, Steam ✓

Steering Gear, Hand Good

Boats 2. Good.

Steering Chains, Size and Test

5 1/2 12 1/2 5
Sld. 22-6-28 J.H. Butler

Windlass Hand, as power from Hatch. Good

Ceiling in Holds, thickness and material 3" Pitch pine.

Cargo Battens, thickness, material and spacing None fitted

Cargo Hatchways.-(Upper Deck) The.

Thickness of Hatches 2 1/2"

Size of Hatchway (Forward) 55-7x14-6 No. 2 ✓ No. 3 ✓ No. 4 ✓ No. 5 ✓ No. 6 ✓

Number of Shifting Beams and/or Fore and Afters 9 shifting beams, + 3 fixed beams.

Builder's Signature

for Fellows H. Ltr
W. M. Fellows Secy

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel Yes (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 + Secretary's letters, and generally in conformity with the Society's Rules.

The fore peak tank, + oil bunker spaces tested with head of water + found tight + sound.
The decks + bulkheads water tested + found tight + sound.

The amount of Entry Fee £ 3 : 0 : 0
Special Survey Fee.... £ 26 : 0 : 0
Travelling Expenses, if any £ 11 : 10 : 0

Fees applied for,

14 AUG 1928

Received by me,

11-10-1928

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

State whether the Vessel has been built under Special Survey Yes.

Signature A.C. Larminier

Surveyor to Lloyd's Register of Shipping.

Hull Certificate to be sent to Builders Makers.

Date of issue 11/10/28.

Committee's Minute TUES. 21 AUG 1928

Character assigned 100 A.I.

Lloyd's ascp

note cargo battens not fitted + none 7. 28 oil Engines

Wise J.P.

W.M.



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Lloyd's Register Foundation

W326-0141(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.)

This vessel is a duplicate of the M.V. "ABILITY" Lon. Report. 92281.

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

1st Bower 4 cwt 0 qrs 23 lbs, J.L., 7058, 6-7-28. Maddaleno.
2nd " 3 cwt 2 qrs 13 lbs D.D.W. 7212, 5-7-28. Sundeland.
3rd " ✓

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ✓ ft., R.Q.D. 34.75 ft., Bridge ✓ ft., Forecastle 15.5 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) One deck (steel)

Official No. 160543 ; Signal Letters ✓
particulars of composition ✓

Is bottom of Vessel coated with cement Yes. if not give

PARTICULARS OF WATER BALLAST.—

| Where Fitted. | *Length. Feet. | Water Capacity Tons. | Where Fitted. | *Length. Feet. | Water Capacity. Tons. |
|---|-------------------|-------------------------|--|-------------------|--------------------------|
| Double bottom, aft, | | | Fore peak tank, | 12 | 36 |
| 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, | | | 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.

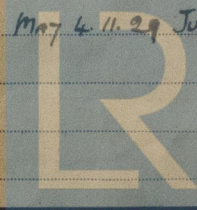
Order for Special Survey No.

Date.

16/9/1926

Dates of Surveys held while building

1927: FEB 3 MAR 15-18 APR 6 SEP 13. 23 OCT 4. 17 NOV 2. 22 DEC 2. 8. 13. 20
1928: JAN 10. 26 FEB 2. 10. 15. 22. 29 MAR 6. 14. 19 APR 13 MAY 4. 11. 29 JUNE 21. 27 JUL 2. 13. 17. 26. 30. 31



Lloyd's Register
Foundation

Total No. of Visits 36