

STEEL ~~STEAMER~~ MOTORSHIP.

20 JAN 1921

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 Jan 1927*Port of *Belfast*No. *9678*Survey held at *Belfast*Date First Survey *18th Feb 1925*Last Survey *24th Jan 1927*On the (State if Machinery fitted Aft and (if Steam, Twin or Triple Screw) *Twin Screw "APAPA"*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Complete Superstructure*State Type of Erections *Post Bridge & Fiddle*TONNAGE under Tonnage Deck *4849.64*CLASS *100 A1*State if with freeboard as condition of Class *yes*Built at *Belfast*Do. of space or spaces between Tonnage Dk. and Upper Dk. *1963.02*Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 450*Launched *26th August 1926* Yard No. *695*Total *6812.66*Breadth (greatest moulded) *B 62*Builders *Harland & Wolff Ltd.*Gross Tonnage *9332.64*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 34'54"*Owners *African S.S. Co. Ltd.*Register Tonnage *5471.70*1st Longitudinal Number (L x D) *= 15543*Managers *Elder Dempster & Co. Ltd.*

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

REGISTERED DIMENSIONS.

Length *450.7*Breadth *62.3*Depth *22.8*Framing Depth "d," at middle of length. See Sec. 3 (1d) *13.71*Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.02*Do. Long Bridge to top of keel *10.52*Draught Moulded *23'11"*

Residence

Port of Registry *Liverpool*If surveyed while building, afloat, *and* in dry dock *yes*

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	<i>30 1/2</i>		Bracket Floors, Frame		
" " from 1/2 length to Collision bulkhead	<i>27</i>		" " Reversed Frame		
" " in peaks	<i>25 AP</i> <i>24 FP</i>		" " Vertical Curves		
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>45.57 to 46</i>	<i>apptd 44"</i>
Frame Amidships, Angle <i>E or C</i>	<i>7 3 1/2 44</i>		" " top Angles	<i>3 1/2 3 1/2 54</i>	
" " Extends up to <i>Post Bridge & Fiddle Decks</i>		<i>as with 17.10.20</i>	" " bottom Angles	<i>5 5 60</i>	
Reversed Frame Amidships, Angle	<i>4 2 1/2 34</i>		Side Girders, No. each side and thickness	<i>Two 42</i>	<i>not flanged</i>
" " Extends up to <i>underside of 3rd deck Beams and Tunnel Dk Beams and to 2nd deck beams in main space</i>			Margin Plate depth (excl. of flange) and thickness	<i>34</i>	<i>54</i>
Depth of Framing Girder	<i>7</i>		" " Vertical Angle to Tank side Bracket abaft 3/4 len. from stem	<i>3 1/2 3 1/2 46</i>	<i>Single.</i>
Frames in Uppermost Continuous 'tween Decks, Angle <i>E or C</i>	<i>7 3 1/2 44</i>		" " Vertical Angle to Tank side Bracket forward 3/4 len. from stem <i>and in main space</i>	<i>3 1/2 3 1/2 46</i>	<i>Double.</i>
" " Second 'tween Decks, Angle <i>E or C</i>	<i>7 3 1/2 44</i>		" " Gussets, spacing and scantling abaft 1/2 len. from stem	<i>continuous plate 42</i>	
" " Third " " " "	<i>7 3 1/2 44</i>		" " Gussets, spacing and scantling forward 1/2 len. from stem	<i>continuous plate 42</i>	
Framing in Peaks, Angle <i>E or C</i>	<i>7 3 49 AP</i> <i>7 3 43 FP</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>5'8"</i>	<i>with double rev frames.</i>
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>7/8 spaced 5 1/4</i>		INNER BOTTOM PLATING.		
State if Frame Joggled	<i>Yes.</i>		Breadth and thickness of Middle Line Strake	<i>54 52 to 44</i>	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>4 webs 24" spaced 3 to 5 frames with 2 side stringers 24" x 40" Tank frames doubled from 3rd to coll bld frame rivets 5/8 dia and midship thickness of shell carried fore to coll bld.</i>		Thickness of remainder in Holds	<i>44 to 40 in 4" 18 under hatchways = 32</i>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars			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>Motor Vessel.</i>	
STRENGTHENING IN MOTOR ROOM.	<i>5 webs 30" x 50" spaced five frames and extended to Upper Deck and one side stringer 30" x 42" at level of third deck.</i>		BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle <i>E or C</i>	<i>7 x 3 x 30 36W 48F</i>	<i>ACT WITH 2 ROWS PILLARS</i>
Floors, Depth and thickness at mid-line in Holds			" " in way of Bridge, Angle <i>E or C</i>	<i>7 x 3 x 30 36W 48F</i>	
Height of Brackets at side above base line at toe of frame			Spacing	<i>30 1/2</i>	
Middle Line Keelson, on Floors, Angles <i>E or C</i>			Second Deck, amidships, Angle <i>E or C</i>	<i>7 x 3 x 30 36W 48F</i>	<i>8 x 3 1/2 x 3 1/2 56W 52.5F WITH 2 ROWS PILLARS</i>
" " Through Plate or Intercoastal Plate			Spacing	<i>30 1/2</i>	
" " Foundation Plate on Floors			Third Deck, amidships, Angle <i>E or C</i>	<i>7 x 3 x 30 38W 48F</i>	<i>10 x 3 1/2 x 3 1/2 50W 57.5F WITH 2 ROWS PILLARS</i>
" " Flat Plate Keel Angles			Spacing	<i>30 1/2</i>	
Side Keelsons, No. each side			Fourth Deck, amidships, Angle <i>E or C</i>		
" thickness of Intercoastal Plate			Spacing		
" Angles			Poop Deck, Angle <i>E or C</i>	<i>7 3 44</i>	
DOUBLE BOTTOM.			Spacing	<i>30 1/2 and 25</i>	
Solid Floors, thickness and spacing	<i>42 5/8 30 1/2</i>		Bridge Deck, Angle <i>E or C</i>	<i>7 x 3 x 30 36W 48F</i>	<i>7 x 3 x 30 50W 48F WITH 2 ROWS PILLARS</i>
" " Are Frame and Reversed Frame joggled?	<i>Frames on floors</i> <i>Rev Frames</i>		Spacing	<i>30 1/2</i>	
Bracket Floors, breadth and thickness at middle line	<i>3 1/2 3 1/2 46 on floors</i>		Forecastle Deck, Angle <i>E or C</i>	<i>7 x 3 x 30 36W 48F</i>	
" " breadth and thickness at margin plate			Spacing	<i>27 1/2 24</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>Three</i>		Stringer Plate, breadth and thickness in way of Bridge	<i>52</i>	<i>38</i>
„ in 'tween Decks, Size and Spacing.....	<i>2 7/8 x 3 1/2 sp 61 clear of Bridge.</i>		Thickness of Plating abreast Deck openings in way of Wells	<i>40 to 32</i>	
„ „ „ „ „	<i>3 1/8 x 3 1/2 sp 61 in way of Bridge.</i>		Thickness of Plating abreast Deck openings in way of Bridge	<i>34 to 32</i>	
„ „ „ „ „	<i>Wing 2 7/8 sp 61 clear & 3 1/2 sp 61 in way of Bridge and wide spaced columns & girders</i>		Thickness of Plating within line of openings...	<i>32 and 34 clear of Bridge</i>	
„ in Holds „ „	<i>Centre 4 1/2 to 4 3/4 sp 61 clear of Bridge.</i>		If Sheathed, material and thickness		
„ „ „ „ „	<i>4 3/8 to 5 1/2 sp 61 in way of Bridge.</i>		Third Deck.		
Centre Line Bulkhead.	<i>Wide spaced pillars and girders as per approved plan.</i>		Stringer Plate, breadth and thickness.....	<i>50</i>	<i>34 38 clear of Bridge</i>
Stiffeners and Spacing.....			If Plated, state thickness.....	<i>30 and 34 to 32 clear of Bridge</i>	
Plating, thickness of			Fourth Deck.		
STRINGERS AND DECKS.			Stringer Plate, breadth and thickness.....		
Uppermost Continuous Deck.			If Plated, state thickness		
Stringer Plate, breadth and thickness in Wells	<i>63</i>	<i>74</i>	Poop Deck.		
„ „ „ „ in way of Bridge	<i>50</i>	<i>44</i>	Stringer Plate, breadth and thickness	<i>38</i>	<i>38</i>
„ „ „ „ „	<i>6 x 6</i>	<i>74</i>	Plating, Sheathing, material and thickness	<i>2 1/2 38 and 3 Leak</i>	
Thickness of Plating abreast Deck openings in way of Wells	<i>46 to 38</i>		Bridge Deck.		
Thickness of Plating abreast Deck openings in way of Bridge	<i>56</i>		Stringer Plate, breadth and thickness.....	<i>63</i>	<i>49</i>
Thickness of Plating within line of openings...	<i>40 to 34</i>		Plating, Sheathing, material and thickness	<i>40 and 3 Leak</i>	
If Sheathed, material and thickness	<i>3 Leak clear of erections</i>		Forecastle Deck.		
Second Deck.			Stringer Plate, breadth and thickness.....	<i>36</i>	<i>38</i>
Stringer Plate, breadth and thickness in Wells...	<i>50</i>	<i>44</i>	Plating, Sheathing, material and thickness	<i>36 and 3 Leak</i>	

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled? <i>no</i>	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	<i>53</i>	<i>80</i>	<i>72</i>	<i>72</i>		<i>Double</i>	<i>1"</i>	<i>3³/₄</i>	<i>3</i>	<i>1"</i>	<i>3¹/₂</i>	<i>Double strapped</i>	
" DBLG. (if any)	<i>none</i>												
BOTTOM PLATING, No. of of Strakes <i>4</i>	<i>70</i>	<i>62</i>	<i>54</i>	<i>50</i>		<i>Double</i>	<i>7/8</i>	<i>3¹/₂</i>	<i>4</i>	<i>7/8</i>	<i>3¹/₂</i>	<i>Lapped</i>	
BIDGE PLATING, No. of Strakes <i>2</i>	<i>66</i>	<i>62</i>	<i>50</i> <i>47</i>	<i>58</i> <i>56</i>					<i>4 and 3</i>		<i>3¹/₂</i> <i>3³/₈</i>		
SIDE PLATING, No. of Strakes <i>4</i>	<i>72</i>	<i>62</i>	<i>47</i>	<i>47</i>					<i>3</i>		<i>3¹/₈</i>	<i>"</i>	
UPPER DECK, Sheer- strake in Wells.....		<i>84</i>					<i>1</i>	<i>3³/₄</i>	<i>3</i>	<i>1</i>	<i>3¹/₂</i>	<i>Double strapped</i>	
UPPER DECK, Sheer- strake in Bridge ...		<i>62</i>					<i>7/8</i>	<i>3¹/₂</i>	<i>3</i>	<i>7/8</i>	<i>3¹/₈</i>	<i>Lapped</i>	
STRAKE BELOW Sheer- strake in Wells.....		<i>74</i>					<i>1"</i>	<i>3³/₄</i>	<i>4</i>	<i>7/8</i>	<i>3¹/₂</i>	<i>-</i>	
STRAKE BELOW Sheer- strake in Bridge ...		<i>62</i>					<i>7/8</i>	<i>3¹/₂</i>	<i>3</i>	<i>7/8</i>	<i>3¹/₈</i>	<i>"</i>	
POOF SIDE PLATING		<i>40</i>				<i>Single</i>	<i>3/4</i>	<i>3</i>	<i>2</i>	<i>3/4</i>	<i>2⁵/₈</i>	<i>-</i>	
BRIDGE SIDE PLATING ...		<i>57</i>				<i>Double</i>	<i>7/8</i>	<i>3¹/₂</i>	<i>3</i>	<i>7/8</i>	<i>3¹/₈</i>	<i>-</i>	
FOREO'TLE SIDE PLATING		<i>44</i>				<i>Single</i>	<i>3/4</i>	<i>3</i>	<i>2</i>	<i>3/4</i>	<i>2⁵/₈</i>	<i>-</i>	

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)				7			
" Deck next below							
As per Rule				7			
	Plating Thickness.	STIFFENERS.		Stern Frame	Rudder	Rudder—A × D.	Speed of Vessel under full power.
		VERTICAL. Scantlings. Spacing.	HORIZONTAL. Scantlings. Spacing.				
MIDSHIP BULKH'D, Upper tween decks	28	5½ × 3 × 34	30				
" " Second "	32	5½ × 3 × 34	30 Bracketed				
" " Third "	44 to 32	10 × 3½ × 50 W	30				
" " Holds	52 to 28	10 × 3½ × 58 W	24 2 Semi Box Beams				
COLLISION	(in Hold)						
AFTER PEAK		50 to 28	10 × 3½ × 54 13 A 24 × 3 Berks				

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Siemens Martin open hearth*

Plates and Bars D Colville & Sons Ltd

Has the Steel been tested as required by the Rules? Yes.

EQUIPMENT No. 47758										LETTER "A"	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.	lbs.		
88420	1st Bower	78	2	14	49	3	26	58	2	2	0	Halls patent stockless	26/8/26 Green
88412	2nd "	78	1	7	49	2	22	57	17	2	0	"	17/8/26 "
88459	3rd "	78	0	7	49	3	12	57	17	2	0	"	12/8/26 "
	Collective weight.	235	0	0					235	2	0		
88468	Stream	23	2	24	6	0	14	23	13	3	0	Rodgers	26/8/26 Hight.

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.		Supplied.	Per Rule.		Length.	Diam.					Length.	Cir.		Length.	Cir.
80144	150	2 1/2	112-10-1	472-3-2	940-0-0		300	2 1/2	Stud	H. Hingley & Sons	26/8/26	TOWLINE	130	6	85	130	6
80164	150	2 1/2	- - -	473-2-24					-	-	20/8/26	HAWSERS & WARPS	90	3 1/2	26	4 coils 100 fath.	
													30 90	2 1/2	12 1/2	8 coils 100 fath.	
	120	5 1/4	80				120	5 1/4	Stud Wire	Bullivant & Co.			20 120	8	Manilla	2 3/4 steel wire	
													20 100	8			

Steering Gear, Steam Harland & Wolff Electric Hydraulic Steering Gear, Hand Duplicate motors.

Boats 15 Life Boats 1 Motor Boat Steering Chains, Size and Test Windlass J. H. Wilson & Sons

Ceiling in Holds, thickness and material 2 1/2" WP over timbers Cargo Battens, thickness, material and spacing 6" 2" WP. 9" Spacing

Cargo Hatchways. (Upper Deck) Beams 30" x 75 sides & ends for 144" Thickness of Hatches 3"

Size of No. 1 Hatchway (Forward) 15' 9" x 14' 0" No. 2 20' 4" x 14' 0" No. 3 15' 3" x 14' 0" No. 4 15' 3" x 14' 0" No. 5 No. 6

Number of Shifting Beams and/or Fore and Afters 1 Web 12" x 32 & one I beam 12" x 6" x 44 lbs in No. 1, 3 & 4. One web 12" x 32 and 2 I beams 12" x 6" x 44 lbs in No. 2

For HARLAND AND WOLFF, LIMITED,

Builder's Signature

Chastagne

GENERAL DECLARATION This vessel has been built in accordance with the plans approved by the Committee, the Secretary's letters and in general conformity with the Rules, and the workmanship and materials are good throughout.

The water ballast tanks, oil fuel bunkers, weather decks, watertight bulkheads and shaft tunnels have been tested as required by the Rules and found good.

The steering gear, windlass, engine bidge and hand pumps have also been tested under working conditions with satisfactory results.

The assigned freeboard has been cut in on the vessel sides and verified.

Three approved plans of deckhouses, four of Clarris davits and one of Midship Section together with four casting and forging reports three reports on davits and one on derricks are enclosed herewith, the remainder of the approved plans eleven in number are in the London Office see Report No. 9593 on the MV. ACCRA No. 616.

The amount of Entry Fee £ 11 : 0 : 0 Fees applied for, 24-1-1927

Special Survey Fee.... £ 433 : 6 : 6 Received by me, 4. 2. 1927

Freeboard 15 : 0 : 0

Travelling Expenses, if any £ : : :

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

S. Kendall

Surveyor to Lloyd's Register of Shipping.

Hull & Machinery Belfast

Date of issue

4/2/27

Committee's Minute

TUES. 1 FEB 1927

Character assigned

100 A1 with Freeboard

Lloyd's Recd

+ L.M.C. 1: 27

Wade Bx

My

Oil Engines



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Lloyd's Register Foundation

W329-0071 (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.)

Repairs due to damage through striking quay wall while entering dry dock on 8th January 1927.

Vessel placed in dry dock bottom examined, cleaned and painted and found good except one plate on Port Bow in fifth strake below sheerstrake badly indented between frames together with adjoining plate in strake above.

Repairs due to damage one plate in fifth strake below sheerstrake N^o 6 found indented and cracked on upper edge, cut off and renewed, and one plate in strake above paired in place.

S. J. Kendall

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

1st Bower 48-1-16 KH N^o 3957 27th May 1926
2nd " 43-3-0 DDW N^o 783 31st May 1926
3rd " 48-1-0 KH N^o 3956 27th May 1926.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 36.5 ft., R.Q.D. ✓ ft., Bridge 26 ft., Forecastle 50 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated Shade Dk 30 between Poop & Bridge

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 2 Dks (stl - 11 pthkals) 3rd dk (stl) in

Official No. 149611 ; Signal Letters. Is bottom of Vessel coated with cement yes in tanks
particulars of composition Bitumastic composition in bilges

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water
Double bottom, aft,	124	376	Fore peak tank,		
Double bottom, under Engines and Boilers,	61	290	After peak tank,		
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,	180	560	Deep tank, forward,		
Double bottom, forward,	Total capacity of double bottom 1226		Other tanks, if fitted,		

(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. 756

Date 22nd Dec 1924

Dates of Surveys held while building

1925 Feb 18-25 Mar 5-10-17-25-30 Apr 8-22-29 May 6-13-15-22-28 June 2-5-9-12-16-29 July 1-4-8-10-12-18 Oct 6-12-13-16-21-23-28 Nov 4-9-17-20-24 Dec 3-7-17-23-1926 Jan 18-21-27 Feb 2-17-18-23 Mar 3-5-8-13-24-29 Apr 1-8-12-14-16-19-21-26 May 3-26-28-31 June 17-19-24-30 July 1-2-8 Aug 10-12-16-20-23-24-26-31 Sept 2-7-9-8-14-16-20-24-29 Oct 1-6-13-15-20-31 Dec 1-3-7-1927 Jan 10-11-12-14-17-24.

Total No. of Visits