

## STEEL STEAMER or MOTORSHIP.

10 APR 1929

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

*5th April 1929.*

Port of

*Glasgow*No. *49047*

Survey held at

*Glasgow*

Date First Survey

*11.9.28*

Last Survey

*26th March 1929*

On the

(State if Machinery fitted Aft and if Single, Twin or Triple Screw)

*Single Screw**"LEEUWARDEN."*

(marking amidships)

State Type

(Full scantling, Complete Superstructure with or without Tonnage Openings)

*Complete superstructure with Tonnage opening.*

State Type of Erections

*Bridge only.*

TONNAGE under Tonnage Deck

*260.73*CLASS *100 A1.*

State if with freeboard as condition of Class

*Yes.*

Built at

*Glasgow*

Launched

*7th Feb 1929. Yard No. 409*

Builders

*John S. B.C. Ltd*

Owners

*General Steam Nav. Co. Ltd*

Managers

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

Residence

*London.*

Port of Registry

*London.*If surveyed while building, afloat, *Yes.* in dry dock

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

Total

Gross Tonnage

Register Tonnage

## REGISTERED DIMENSIONS.

FEET.

Length

Breadth

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

L *246.72*

Breadth (greatest moulded)

B *40.00*

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

D *22.25*

1st Longitudinal Number (L x D)

*5489.82*

2nd Numeral L x (B + D)

*10388*

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

*12.06*

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

*10.96*

Do. Long Bridge to top of keel

*8.22*

Draught Moulded

*14.52*

## 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.
Spacing amidships	<i>24</i>		Centre Girder, depth and thickness amidships	<i>32 1/2 x 34</i>	
" from 3/4 length to Collision bulkhead	<i>24</i>		" " top Angles <i>Single</i>	<i>3 3/4 x 41</i>	
" in peaks	<i>24</i>		" " bottom Angles <i>Single</i>	<i>3 3/4 x 45</i>	
MIDSHIP.			Side Girders, No. each side and thickness	<i>one 33</i>	
amidships, Angle, <i>E</i> or <i>F</i>	<i>5 1/2 3 1/2</i>		Margin Plate depth (excl. of flange) and thickness	<i>23 1/2 x 39</i>	
" Extends up to	<i>Upper deck</i>		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	<i>3 3/4 x 35</i>	
Frame Amidships, Angle			" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	<i>3 3/4 x 35</i>	
" " " " "			" " Gussets, spacing and scantling abaft 1/2 len. from stem	<i>none</i>	
of Framing Girder	<i>5 1/2</i>		" " Gussets, spacing and scantling forward 1/2 len. from stem	<i>none</i>	
in Uppermost Continuous 'tween Decks, Angle, <i>E</i> or <i>F</i>	<i>5 1/2 3 1/2</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>46 x 35</i>	
" " " " "			INNER BOTTOM PLATING.		
" " " " "	<i>5 1/2 3 30</i>		Breadth and thickness of Middle Line Strake	<i>18 1/2 x 39</i>	
g in Peaks, Angle, <i>E</i> or <i>F</i>	<i>3/4 5 1/4</i>		Thickness of remainder in Holds	<i>34 x 32</i>	
ter and Spacing of Rivets through Frame and Shell Plating amidships	<i>Yes.</i>		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>Yes.</i>	
Frame Joggled			BEAMS.		
G ARRANGEMENTS (Sec. 7), state system and particulars	<i>deep framing stringers.</i>		Uppermost Continuous Deck, amidships in Wells, Angle, <i>E</i> or <i>F</i>	<i>6 3/4 x 34</i>	
THENING OF BOTTOM FOR- RD. State Particulars	<i>additional intercostal shell plating increased close spaced ribbing.</i>		" " " in way of Bridge, Angle, <i>E</i> or <i>F</i>	<i>6 3/4 x 34</i>	
BOTTOM.			Spacing	<i>24</i>	
Depth and thickness at mid-line in Holds	<i>✓</i>		Second Deck, amidships, Angle, <i>E</i> or <i>F</i>	<i>6 3/4 x 34</i>	
Height of Brackets at side above base line at toe of frame	<i>✓</i>		Spacing	<i>24</i>	
Line Keelson, on Floors, Angles, <i>E</i> or <i>F</i>	<i>✓</i>		Third Deck, amidships, Angle, <i>E</i> or <i>F</i>	<i>✓</i>	
" " Through Plate or Intercostal Plate	<i>✓</i>		Spacing	<i>✓</i>	
" " Foundation Plate on Floors	<i>✓</i>		Fourth Deck, amidships, Angle, <i>E</i> or <i>F</i>	<i>✓</i>	
" " Flat Plate Keel Angles	<i>✓</i>		Spacing	<i>✓</i>	
Keelsons, No. each side	<i>✓</i>		Poop Deck, Angle, <i>E</i> or <i>F</i>	<i>✓</i>	
" thickness of Intercostal Plate	<i>✓</i>		Spacing	<i>✓</i>	
" Angles	<i>✓</i>		Bridge Deck, Angle, <i>E</i> or <i>F</i>	<i>7 3/4 x 42</i>	
DOUBLE BOTTOM.			Spacing	<i>48</i>	
Floors, thickness and spacing	<i>33 x 24</i>		Forecastle Deck, Angle, <i>E</i> or <i>F</i>	<i>✓</i>	
" Are Frame and Reversed Frame joggled?	<i>Yes.</i>		Spacing	<i>✓</i>	
Keel Floors, breadth and thickness at middle line	<i>✓</i>				
" breadth and thickness at margin plate	<i>✓</i>				



PILLARS AND DECKS.									
PILLARS, No. of Rows	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	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.
	Stringer Plate, breadth and thickness in way of Bridge	Thickness of Plating abreast Deck openings in way of Wells					Stringer Plate, breadth and thickness	Thickness of Plating abreast Deck openings in way of Wells	
1st Bower	54 3/4	30		54 3/4		1st Bower	54 3/4	30	
2nd "		30				2nd "		30	
3rd "		30				3rd "		30	
Collective weight						Collective weight			
90524						90524			
CHAIN CABLES.									
HAWKERS AND WARPS.									
STEERING GEAR, STEAM.									
STEERING GEAR, HAND.									
BOATS.									
CEILING IN HOLDS, THICKNESS AND MATERIAL.									
CARGO HATCHWAYS, (UPPER DECK).									
SIZE OF NO. 1 HATCHWAY (FORWARD).									
NUMBER OF SHIFTING BEAMS.									

SHELL PLATING.									
SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			
	AMIDSHIPS.	FORWARD.	AFT.			BUTTS.			
FLAT PLATE KEEL	44	50	46	46		double	3/4	3	Three 3/4 2 3/8 shapped
" DELG. (if any)									
BOTTOM PLATING, No. of Strakes	68	44	44	40		double	3/4	3	Three 3/4 2 3/8 lapped
BILGE PLATING, No. of Strakes	70	44	40	40		single	"	"	"
SIDE PLATING, No. of Strakes	70	44	40	40		"	"	"	"
UPPER DECK, Sheer-strake in Wells	47	44	40	40		double	"	"	"
UPPER DECK, Sheer-strake in Bridge	44	44				double	3/4	3	Three 3/4 2 3/8 lapped
STRAKE BELOW SHEER-strake in Wells	44	46	40	40		double	"	"	"
STRAKE BELOW SHEER-strake in Bridge	44	44				"	"	"	"
POOP SIDE PLATING									
BRIDGE SIDE PLATING		40				single	3/4	3	Three 3/4 2 3/8 lapped
FORECASTLE SIDE PLATING									

WATERTIGHT BULKHEADS.										FORGINGS AND CASTINGS.																			
Total No. of W.T. BULKHEADS in Vessel—  Extending to Upper Deck (Sec. 3 c) <span style="float:right">1</span>  " Deck next below <span style="float:right">4</span>  As per Rule <span style="float:right">1 1/2 Sheer strake: 3 to Deck next below.</span>										Casting or Forging.		Scantlings.		Maker's Name.	Any departure from approved plans to be noted.														
										KEEL, Bar .....																			
										STEM ".....		Roller 7 1/2 x 2		S.S. 12 1/2															
										STERN FRAME { Propeller Post .....		Forging 8 3/4 x 5 1/2		S.S. Forging Scales.															
												Rudder ".....		— " 7 3/4 x 5 1/2		— " —													
										RUDDER—A x D.....		183																	
										Speed of Vessel.....		13 knots																	
										RUDDER mainpiece at head .....		Forging 7		S.S. Forging Scales.															
										" " heel .....		5 1/2																	
										" how constructed .....		Built-																	
										" double or single plate .....		single 98.																	
										" 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) <span style="float:right">open hearth process.</span>																			
										Lanarkshire Steel Co. Ltd.										Steel Co. of Scotland Ltd.									
										D. Colville & Sons Ltd.										Wm. Beardmore & Co. Ltd.									
										Has the Steel been tested as required by the Rules?										Yes.									

EQUIPMENT No. 15776									
LETTER 9									
ANCHORS.									
Number of Certificate	Anchor	Weight, El. Stock	Weight of Stock	Test, Per Certificate	Weight Required by Table 53	Description of Anchor	Makers	Where and when tested and Superintendent	
61828	1st Bower	32 1 14	5700	30 8 0 14	31 3 0	Caplain Dredge	S. Taylor & Son	18/1/29 W. A. Dredge	
61829	2nd "	31 3 3	---	29 18 3 0	31 3 0	---	---	---	
61833	3rd "	31 3 0	---	29 18 3 0	31 3 0	---	---	---	
90524	Stream	8 2 0	2 1 0	10 12 2 0	8 1/2	Rodgers	W. H. Rogers & Co.	18/1/29 W. A. Dredge	
CHAIN CABLES.									
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
90429	120 1 1/2	51 1/4	173-2-10	240 1 1/2	LINK	W. H. Rogers & Co.	18/1/29 W. A. Dredge	IRON	90 3 1/2
90468	120 1 1/2	---	173-1-11	---	---	---	---	---	90 3 1/2
75332	120 1 1/2	51 1/4	173-1-11	---	---	---	---	---	90 3 1/2
91584	75 1 1/2	20 3/4	44-2-23	43 1/4	---	---	---	---	90 5
STEERING GEAR, STEAM.									
STEERING GEAR, HAND.									
BOATS.									
CEILING IN HOLDS, THICKNESS AND MATERIAL.									
CARGO HATCHWAYS, (UPPER DECK).									
SIZE OF NO. 1 HATCHWAY (FORWARD).									
NUMBER OF SHIFTING BEAMS.									

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel No (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo No The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

"The materials and workmanship are good."

"This vessel has been built in accordance with the approved plans, the Secy's letters of various dates and in accordance with the rules."

"The double bottom and peak tanks have been tested as required by the rules."

"The weather decks, W. T. bulkheads, and shaft tunnel were hose tested with satisfactory results."

"The freeboard has been verified and 'cut in' on vessels sides."

"The approved plans as detailed on back of report, are forwarded herewith"

The amount of Entry Fee	£ 5 : 0 : 0	Fees applied for,	9 APR 1929
Special Survey Fee	£ 120 : 18 : 0	Received by me,	APR 1929
Travelling Expenses, if any	£ 4 : 10 : 0	Signature,	St. Macdonald
State whether the Vessel has been built under Special Survey		Yes	
Certificate to be sent to		Date of issue	
Committee's Minute		GLASGOW 9 - APR 1929	
Character assigned		+ 100 AI	
		With freeboard	
		3.29	
		Lloyd's A.C.P.	
		+ L.M.C. 3.29	



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.)

Sister vessel: 5/2 Greenham N° 403.  
Flagship N° 47663.

Plan as built:  
Midship Section. (forwarded by hand)

Plans approved:

Midship Section.  
Profile & Deck Plan  
Stemframe & Rudder  
Stem Construction  
Mast & Rigging.  
Pilger & Ballast Pumping.

Reports:

Stemframe  
Rudder.

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

1st Bower

2nd "

3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 62 ft., R.Q.D. 62 ft., Bridge 62 ft., Forecastle 62 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) 1 deck (pl.) 2, shell (pl.) (pl.)

Official No. 161213. 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,	<u>58</u>	<u>58</u>	Fore peak tank,	<u>13.5</u>	<u>31</u>
Double bottom, under Engines and Boilers,	<u>58</u>	<u>82</u>	After peak tank,	<u>10.5</u>	<u>15</u>
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,		
	<u>170.5</u>	<u>161</u>	(If necessary, furnish further information by sketch.)		
Total capacity of double bottom		<u>301</u>			

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

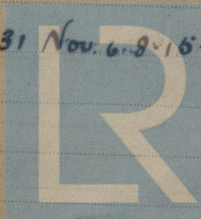
Order for Special Survey No.

Date

7-8-28

Dates of Surveys  
held while building

1928 Sep. 11-14-17-25-26-28 Oct. 2-4-8-10-12-15-24-31 Nov. 6-8-16-20 Dec. 6-18-27 (1929) Jan.  
8-10-16-17-29 Feb. 6-7-12-19 Mar. 6-8-12-13-19-21-26



Lloyd's Register  
Foundation

Total No. of Visits 37