

STEEL STEAMER or MOTORSHIP.

Received at London Office... DEC 12 1939

State if Report has been sent on the Freeboard of the Vessel YesState if Report is sent on the Machinery of the Vessel YesDate of completion of report 8th December 1939Port of LeithSurvey held at LeithDate First Survey 16/11/39Last Survey 3/12/39 19

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

"CROWN ARUN" Ex "HANNAH BÖGE"

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

Full scantlingState Type of Erections Prop. Bridge & Sels with R.G.D. below poop & bridge.TONNAGE under Tonnage Deck... 1850CLASS Contemplated 100A- State if with freeboard as condition of ClassNo. Built at Booth

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

Length from fore part of stem to after part of stern most on summer L.W.L. See Sec. 3 (1a) L 288Launched 44.94Yard No. 19Total 1850Breadth (greatest moulded) B 44.11Builders Heptinscroft Booth & Co. Ltd.Gross Tonnage 2372Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 23.11Owners Ministry of Shipping.Register Tonnage 13711st Longitudinal Number (L x D) = 5648Managers Moore, Bt. Salvoen & Co2nd Numeral L x (B + D) = 18546

REGISTERED DIMENSIONS. FEET.

Length 292.0Framing Depth "d," at middle of length. See Sec. 3 (1d) 14.58Breadth 45.2Proportions—Depth to Length—Uppermost continuous deck to top of keel 11.99Depth 17.65Do. Long Bridge to top of keel 10.36Draught Moulded 18.24Residence of LeithPort of Registry London.

If surveyed while building, afloat, or in dry dock

afloat & in dry dock.

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 <u>FRS 0 TO 7 23.62</u>			Bracket Floors, Frame <u>5</u>	<u>8 3 40</u>	<u>B.S. 40</u>
" " <u>FRS 7 TO 126 25.19</u>			" " Reversed Frame <u>5</u>	<u>8 3 35</u>	<u>B.S. 47</u>
" " <u>from 2 length amidships to Collision bulkhead 23.62</u>			" " Vertical Struts <u>L</u>	<u>5 3 375</u>	<u>6 x 3 x 33</u>
" " <u>in peaks FRS 136 TO STEM 21.26</u>			Centre Girder, depth and thickness amidships <u>34 3/4 x 43</u>	<u>B.S. 51</u>	
SIDE FRAMING.			" " top Angles <u>3 3 40</u>	<u>B.S. 47</u>	
Frame Amidships, Angle, E or F <u>R.A.D. 9 3 1/2 45</u>			" " bottom Angles <u>3 1/2 3 1/2 47</u>		
" " Extends up to <u>DECK.</u>			Side Girders, No. each side and thickness <u>ONE 34</u>	<u>B.S. 41</u>	
Reversed Frame Amidships, Angle, E or F <u>UPPER 8 3 1/2 45</u>			Margin Plate depth (excl. of flange) and thickness <u>28 1/2 x 40</u>	<u>B.S. 47</u>	
" " Extends up to <u>DECK.</u>			" " Vertical Angle to Tank side <u>3 3 375</u>		
Depth of Framing Girder <u>8 + 9</u>			" " Bracket abaft 1/4 len. from stem <u>3 3 375</u>		
Frames in Uppermost Continuous Treen Decks, Angle, E or F <u>INTERMEDIATE FROM 106 FEET TO STEM EXTENDING FROM TANK MARGIN TO UPPER D.E.</u>			" " Vertical Angle to Tank side <u>3 3 375</u>		
" " Second Treen Decks, Angle, E or F <u>6 3 1/2 43</u>			" " Bracket from forward 1/4 len. from stem to Panting Area <u>PLATE GUSSETS ALTERNATE FRAMES FROM 102 FRAME TO COLL. B. 36.</u>		
" " Third <u>FROM 108 TO 115 5 9 3 1/2 47</u>			" " Gussets, spacing and scantling <u>abaf 1/4 len. from stem</u>		
" " <u>Do 116 TO COLL. B. 10 3 1/2 55</u>			" " Gussets, spacing and scantling <u>from forward 1/4 len. from stem to Panting Area</u>		
" " <u>from 1 len. forward to 1 1/2 len. from Stem</u> <u>6 1/2 3 37</u>			Tank Side Brackets, height above base line at toe of Frame and thickness <u>UPPER D.E. 47 1/2 x 375</u>		
" " <u>AFTER PEAK</u> <u>6 3 34</u>			<u>R.A.D. 52 x 40</u>		
" " <u>in Peaks, Angle or F</u> <u>FORE PEAK</u>			INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships <u>3/4 R. 5 1/2 to C.</u>			Breadth and thickness of Middle Line Strake <u>44 x 40</u>	<u>B.S. 47</u>	
State if Frame Joggled <u>No.</u>			Thickness of remainder in Holds <u>34</u>	<u>B.S. 47</u>	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved? <u>SEE ABOVE</u>			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? <u>SEE MIDSHIP SECTION</u>		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved? <u>SEE MIDSHIP SECTION.</u>			BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships <u>6 3 375</u>	<u>EVERY</u>	
Floors, Depth and thickness at mid-line in Holds <u>25.19</u>			" " in Wells, Angle, E or F <u>AMIDSHIPS</u>	<u>IN WAY OF TRUNK.</u>	
Height of Brackets at side above base line at toe of frame <u>25.19</u>			" " in way of Bridge, Angle, E or F <u>8 3 375</u>	<u>EVERY</u>	
Middle Line Keelson, on Floors, Angles, E or F <u>25.19</u>			" " Spacing <u>25.19</u>	<u>THROUGH BEAMS.</u>	
" " Through Plate or Intercoastal Plate <u>25.19</u>			Second Deck, amidships, Angle, E or F <u>9 x 3 1/2 x 47 1/2</u>		
" " Foundation Plate on Floors <u>25.19</u>			Spacing <u>25.19</u>		
" " Flat Plate Keel Angles <u>25.19</u>			Third Deck, amidships, Angle, E or F <u>25.19</u>		
Side Keelsons, No. each side <u>25.19</u>			Spacing <u>25.19</u>		
" " thickness of Intercoastal Plate <u>25.19</u>			Fourth Deck, amidships, Angle, E or F <u>25.19</u>		
" " Angles <u>25.19</u>			Spacing <u>25.19</u>		
DOUBLE BOTTOM.			Poop Deck, Angle, E or F <u>EVERY</u>	<u>6 3 375</u>	
Solid Floors, thickness and spacing <u>34 B.S. 41</u>			Spacing <u>23.62 + 25.19</u>		
" " Are Frame and Reversed Frame joggled? <u>No</u>			Bridge Deck, Angle, E or F <u>EVERY</u>	<u>8 3 1/2 375</u>	
Bracket Floors, breadth and thickness at middle line <u>26 1/2 x 34</u>			Spacing <u>25.19</u>		
" " breadth and thickness at margin plate <u>26 1/2 x 34</u>			Forecastle Deck, Angle, E or F <u>EVERY</u>	<u>8 3 32</u>	
			Spacing <u>25.19 + 23.62</u>		

	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.....	No PILLARS.		ANGLES. Stringer Plate, breadth and thickness in way of Bridge.....	3½ 3½ .49 ✓	
" " " " " "	SIDE GIRDER IN CONJUNCTION		Thickness of Plating abreast Deck openings in way of Wells.....	.37 ✓	
" " " " " "	WITH DEEP HATCH COAMINGS,		Thickness of Plating abreast Deck openings in way of Bridge.....		
" in Holds " " "	CENTRE LINE BULKHEAD &		Thickness of Plating within line of openings....		
" " " " " "	STRONG BEAMS AT HATCH		If Sheathed, material and thickness		
Centre Line Bulkhead.	ENDS (SEE MIDSHIP SECTION.)		Third Deck.		
Stiffeners and Spacing.....	This is the size at ends 34½ x 62 to .37 ✓		Stringer Plate, breadth and thickness.....		
Plating, thickness of	66 x .34 ✓		If Plated, state thickness.....		
STRINGERS AND DECKS.	4½ 4½ .50 ✓		Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells.....			If Plated, state thickness		
" " " " " , in way of Bridge.....			Poop Deck.		
" Angle in Wells			Stringer Plate, breadth and thickness	26 x .30 ✓	
Thickness of Plating abreast Deck openings in way of Wells47 ✓		Plating, Sheathing, material and thickness25 5 x 2½ O.PINE. ✓	
Thickness of Plating abreast Deck openings in way of Bridge34 ✓		Bridge Deck.		
Thickness of Plating within line of openings... TRUNK.	.37 x .30 ✓		Stringer Plate, breadth and thickness.....	66 x .40 ✓	
If Sheathed, material and thickness	No.		Plating, Sheathing, material and thickness38 NO SHEATHING. ✓	
R. Q. Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells.....	66 x .49 ✓		Stringer Plate, breadth and thickness.....	26 x .30 ✓	
			Plating, Sheathing, material and thickness25 NO SHEATHING. ✓	

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if Joggled?	No.		No. of ROWS of RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			SINGLE OR DOUBLE.	Diam.		Spacing cr. to cr.	Diam.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL	44½	.62	.62	.55		DOUBLE	7/8	3 3/8	TREBLE	7/8	3	LAPPED.
" DBLG. (if any)												
BOTTOM PLATING, No. of Strakes	8 C & D.	✓	.47	.53	✓	FORE END	7/8	3 3/4	FORE END	7/8	3 3/2	LAPPED.
of Strakes	3.	✓	.47	.62	✓	DOUBLE	3/4	2 7/8	TREBLE	3/4	2½	LAPPED.
BILGE PLATING, No. of Strakes	5.	✓	.47	.70	✓	FORE END	7/8	3 3/4	FORE END	7/8	3 3/2	LAPPED.
SIDE PLATING, No. of Strakes	4 & 6.	✓	.47	.70	✓	DOUBLE	3/4	2 7/8	TREBLE	3/4	2½	LAPPED.
UPPER DECK, Sheer-strake in Wells	2.	✓	.47	.70	✓	FORE END	7/8	3 3/4	FORE END	7/8	3 3/2	LAPPED.
UPPER DECK, Sheer-strake in Wells	2.	✓	.47	.70	✓	DOUBLE	3/4	2 7/8	TREBLE	3/4	2½	LAPPED.
UPPER DECK, Sheer-strake in Wells	2.	✓	.47	.70	✓	DOUBLE	1"	4	QUAD.	1"	3½	LAPPED.
UPPER DECK, Sheer-strake in Bridge	4.	✓	.47	.39	✓	DOUBLE	3/4	2 7/8	TREBLE	3/4	2½	LAPPED.
UPPER DECK, Sheer-strake in Wells	4.	✓	.60		✓	DOUBLE	7/8	3 3/8	TREBLE	7/8	3	LAPPED.
UPPER DECK, Sheer-strake in Bridge	4.	✓	.53		✓	DOUBLE	7/8	3 3/8	TREBLE	7/8	3	LAPPED.
POOP SIDE PLATING	2.	✓		.33	✓	SINGLE	3/4	2 7/8	SINGLE	3/4	2½	LAPPED.
BRIDGE SIDE PLATING	2.	✓	.49		✓	DOUBLE	3/4	2 7/8	TREBLE	3/4	2½	LAPPED.
FORE'TLE SIDE PLATING	2.	✓		.35	✓	SINGLE	3/4	2 7/8	SINGLE	3/4	2½	LAPPED.

FORGINGS and CASTINGS.

		Plating Thickness.	VERTICAL.		HORIZONTAL.		Speed of Vessel.....
			Scantlings.	Spacing.	Scantlings.	Spacing.	
MIDSHIP BULK'HD.		55 FRAME. <i>Mean.</i>	35	9 x 3 1/2 x 37 1/2	30		
"	"	75 FRAME. <i>Upper tween decks</i>	35	9 x 3 1/2 x 48 1/2	27		
"	"	Second					
"	"	Third					
"	"	Holds					
COLLISION		(in Hold)	32	4 1/2 x 3 x 3/8 } 23 1/2			
AFTER PEAK		"	35	5 x 3 x 3/8	24		

RUDDER—Type......

" A x D

" Diam. of head

" Mainpiece at top pintle

" " heel

" how constructed

" double or single plate coupling, vertical or horizontal

SEE RUDDER PLAN.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)

ANCHORS.

HAWSERS AND WARPS.

Alternative Means of Steering *Power & hand combined.*

Steam by. S. L. L. L. L. Boats 2 Lighthouse 1 Disch

✓ **Cargo Battens**, thickness, material and spacing *w.w 6" x 2" x 7" clear* ✓

Thickness of Hatches *3" ✓*

33-7, 2 1/2-7 No. 4, 31-4, 2 1/4-7 No. 5 ✓ No. 6 ✓

2.3 x 4 batchers ✓

or the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel

This vessel was built in Germany, and received the highest class assigned by the Germanischer Lloyd: - Klasse + 100 $\frac{A}{4}$ [E+]

The scammings have been checked on the vessel, with those on the plans, approved by the Germanischer Lloyd & this Society & found to agree with the same.

The materials & workmanship as far as could be ascertained, appear to be good. A few rivets were removed, examined & appear to be of sound material & the

work properly closed on way of same. The double bottom tanks, fore and aft peak tanks, w. t. doors were tested in accordance with the Society's requirements. The windlass and steering gear have been tested.

under working conditions & found in order. The freeboard assigned by the Special was marked on the vessel verified & cut in. A. S. N.º 3 has been

carried out at this time & the vessel examined in dry dock. The equipment

The amount of Entry Fee £ : ✓ :
Special Survey Fee.... £ 52 : 10 : -
Passage 12 - - -
Received by me,
I am of opinion the Vessel should be Classed 100 A -

Travelling Expenses, if any £ : : 129/12/1991 Kest.

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

Signature Robert Wood
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Leith Date of issue 10/1/40

Committee's Minute **FRI. 29 DEC 1939**

Character assigned 100A - Subject
12, 39 S.D. No. 3-12. 39

Bkhd, 2nd S.S.D.,
 (Brill 1958)

Write *LR*

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.)

is deficient from the requirements of this Society & the figure 1. should not be assigned.

The following plans are enclosed herewith:—

Midship Section, Shell Expansion, General Arrangement Large Plan, General Arrangement small plan, Pumping Arrangement, Stern Frame & Rudder Plan.

PARTICULARS OF ELECTRIC WELDING (if employed)

Electric welding only employed for minor details.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

1. Dk (S.H.), Cruiser stern, D.F. E.S.D.

W.T. Bulkhead fore hold omitted.

(It appears that this vessel has been strengthened for navigation in ice.)

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 22 ft., R.Q.D. 90 ft., Bridge 113 ft., Forecastle 25.5 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. 167367

Signal Letters

Extreme Breadth over Belting

Over-all Length

302'6"

No. and Material of Decks

1 Dk (steel)

Parts of Bottom of Vessel coated with cement or approved composition

Bituminous enamel and cement.

pt asp, pt cem.

Particulars of composition (if fitted) and of approval

Not known.

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	90.25	192.5	Fore peak tank,	20.83	63
Double bottom, under Engines and Boilers,	16.80	53.0	After peak tank,	17.83	82.5
Double bottom, if under Engines only,	18.90	59.0	Deep tank, aft,	✓	✓
Double bottom, if under Boilers only, DRY TANK W.T.	111.25	278.0	Deep tank, forward,	✓	✓
Double bottom, forward,	237.20	582.5	Other tanks, if fitted,	✓	✓
Total length (if continuous) and Capacity	will 4.20		(If necessary, furnish further information by sketch.)		

Order for Special Survey No.

See London Letter

Date 11/28/39

Dates of Surveys held while building

16/11/39 to 3/12/39.



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Total No. of Visits 12