

STEEL STEAMER ~~or~~ MOTORSHIP.

-3 FEB 1926

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 *8<sup>th</sup> February 1926*Port of *Sunderland*No. *29225*Survey held at *Sunderland*Date First Survey *8<sup>th</sup> Sept 1925* Last Survey *3<sup>rd</sup> February 1926*On the (State if Machinery fitted Aft and (If Single, Twin or Triple Screw) *Single Screw Steamer "DEMETERTON"* Machinery *amidships*State Type (Full/Scantling, Complete Superstructure with or without Tonnage Openings) *Full scantling, one deck, detached erections* State Type of Erections *Pop. Bridge & Forecastle*TONNAGE under Tonnage Deck... *4791.55*CLASS *100A1*State if with freeboard as condition of Class *no*Built at *Sunderland*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 397.25*Launched *Dec 30<sup>th</sup> 1925* Yard No. *422*Total *4791.55*Breadth (greatest moulded) *B 53.66*Builders *Short Bros Limited*Gross Tonnage *5251.23*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 31.5*Owners *Carlton S. & Co. Ltd.*Register Tonnage *3244.15*1st Longitudinal Number (L x D) *= 12513*Managers *R Chapman & Son*

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

2nd Numeral L x (B + D) *= 33830*Framing Depth "d," at middle of length. See Sec. 3 (1d) *26.77*Residence *Newcastle-on-Tyne*Proportions—Depth to Length—Uppermost continuous deck to top of keel *12.61*Port of Registry *Newcastle*Do. Long Bridge to top of keel *10.05*

If surveyed while building, afloat, or in dry dock

Draught Moulded *25.54**Building and afloat.*

## 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.
S, Spacing amidships	33				Bracket Floors, Frame <i>built angle</i>	6 <sup>1</sup> / <sub>2</sub>	3 <sup>1</sup> / <sub>2</sub>	38	<i>app 6 x 3 1/2 x 40</i>
" from $\frac{1}{4}$ length to Collision bulkhead	27				" " Reversed Frame <i>do</i>	5 <sup>1</sup> / <sub>2</sub>	3	40	
" in peaks	24				" " Vertical Struts <i>two</i>	10 x 3 1/2 x 3 1/2		42	
FRAMING.					Centre Girder, depth and thickness amidships	48		52	
Amidships, <i>Angle, C 1110</i>	15 x 4 x 4 x 4H				" " top Angles <i>Single</i>	6	6	50	
" Extends up to	<i>upper deck</i>				" " bottom Angles <i>Single</i>	6	6	56	
Used Frame Amidships, Angle	-	-	-		Side Girders, No. each side and thickness	one		40	
" " Extends up to	-	-	-		Margin Plate depth (excl. of flange) and thickness	46		52	
of Framing Girder	15				" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	6	6	50	
es in Uppermost Continuous 'tween Decks, Angle, C or C	-	-	-		" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem	6	6	48	50
" Second 'tween Decks, Angle, C or C	-	-	-		" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	<i>additional 6 x 6 x 50 angles for hold depth all fore &amp; aft</i>			
" Third " " " "	-	-	-		" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem	90		50	
ing in Peaks, <i>Angle, C</i>	9	3 1/2	40		Tank Side Brackets, height above base line at toe of Frame and thickness				
eter and Spacing of Rivets through Shell Plating	5 1/2	6 x 7 dia			INNER BOTTOM PLATING.				
if Frame Joggled	no				Breadth and thickness of Middle Line Strake	63		50	
NG ARRANGEMENTS (Sec. 7), state system and particulars	<i>three side stringers</i>				Thickness of remainder in Holds	44	to	37	
NGTHENING OF BOTTOM FOR RD. State Particulars	<i>from 1/2 len. to Collision bulkhead from increased size, double riveted 2 additional longitudinals</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>			
E BOTTOM.					BEAMS.				
s, Depth and thickness at mid-line in Holds	-	-	-		Uppermost Continuous Deck, amidships in Wells, <i>Angle, C or C</i>	8	3	36	
Height of Brackets at side above base line at toe of frame	-	-	-		" " in way of Bridge, <i>Angle, C or C</i>	8	3	36	
le Line Keelson, on Floors, Angles, C or C	-	-	-		Spacing		33		
" " Through Plate or Intercoastal Plate	-	-	-		Second Deck, amidships, Angle, C or C	-	-	-	
" " Foundation Plate on Floors	-	-	-		Spacing	-	-	-	
" " Flat Plate Keel Angles	-	-	-		Third Deck, amidships, Angle, C or C	-	-	-	
Keelsons, No. each side	-	-	-		Spacing	-	-	-	
" thickness of Intercoastal Plate	-	-	-		Fourth Deck, amidships, Angle, C or C	-	-	-	
" Angles	-	-	-		Spacing	-	-	-	
DOUBLE BOTTOM.					Poop Deck, <i>Angle, C or C</i>	7	3	33	
Solid Floors, thickness and spacing	42	33	<i>99 (as letter)</i>		Spacing	24	and	33	
" " Are Frame and Reversed Frame joggled?	no				Bridge Deck, <i>Angle, C or C</i>	7	3	42	
Bracket Floors, breadth and thickness at middle line	33	425			Spacing		33		
" " breadth and thickness at margin plate	33	425			Forecastle Deck, <i>Angle, C or C</i>	8	3	35	
					Spacing		27		



## 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.
<b>PILLARS, No. of Rows.....</b>	<i>one row and additional under wanchester mullions</i>		Stringer Plate, breadth and thickness in way of Bridge .....	- - -	
" in 'tween Decks, Size and Spacing.....	<i>angle 14 x 4 = 50-66</i>		Thickness of Plating abreast Deck openings in way of Wells .....	- - -	
" " " " "			Thickness of Plating abreast Deck openings in way of Bridge .....	- - -	
" in Holds " " "	<i>Two rows at hatch corners</i>		If Sheathed, material and thickness .....	- - -	
" " " " "	<i>8x8+61 70 8x8+97</i>		<b>Third Deck.</b>	- - -	
<b>Centre Line Bulkhead.</b>			Stringer Plate, breadth and thickness.....	- - -	
Stiffeners and Spacing.....	<i>B.A. 9x3x144-33"</i>		If Plated, state thickness.....	- - -	
Plating, thickness of .....	<i>30</i>		<b>Fourth Deck.</b>	- - -	
<b>STRINGERS AND DECKS.</b>			Stringer Plate, breadth and thickness.....	- - -	
<b>Uppermost Continuous Deck.</b>			If Plated, state thickness .....	- - -	
Stringer Plate, breadth and thickness in Wells	<i>68 84 42</i>		<b>Poop Deck.</b>		
" " " " in way of Bridge	<i>68 39</i>		Stringer Plate, breadth and thickness .....	<i>30</i>	
" Angle in Wells .....	<i>6 6 82</i>		Plating, Sheathing, material and thickness ...	<i>30</i>	
Thickness of Plating abreast Deck openings in way of Wells .....	<i>83 70 54</i>		<b>Bridge Deck.</b>		
Thickness of Plating abreast Deck openings in way of Bridge .....	<i>40 and 36</i>		Stringer Plate, breadth and thickness.....	<i>69 (56) 42</i>	
If Sheathed, material and thickness .....	<i>Not sheathed.</i>		Plating, Sheathing, material and thickness ...	<i>42 70 36</i>	
<b>Second Deck.</b>			<b>Forecastle Deck.</b>		
Stringer Plate, breadth and thickness in Wells...	<i>- - -</i>		Stringer Plate, breadth and thickness.....	<i>34</i>	
			Plating, Sheathing, material and thickness ...	<i>28 34 and 22 PP</i>	

## SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? <i>no</i>			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 .....	<i>.50</i>	<i>.79</i>	<i>.69</i>	<i>.69</i>		<i>double</i>	<i>1</i>	<i>3 <sup>2</sup>/<sub>3</sub></i>	<i>Four</i>	<i>1</i>	<i>4</i>	<i>Lapped</i>	
"    DBLG. (if any)	-	-	-	-									
<i>Sarboard</i>	<i>.69</i>	<i>.69</i>	<i>.61</i>	<i>.51</i>		<i>double</i>	<i>7/8</i>	<i>3/3</i>	<i>Four</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Lapped</i>	
BOTTOM PLATING, No. } of Strakes <i>three</i> }	<i>.69</i>	<i>.64</i>	<i>.47</i>	<i>.51</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>three</i>	<i>7/8</i>	<i>3 1/16</i>	<i>"</i>	
BILGE PLATING, No. of } Strakes <i>one</i> }	<i>.69</i>	<i>.64</i>	<i>.47</i>	<i>.51</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>7/8</i>	<i>"</i>	<i>"</i>	
SIDE PLATING, No. of } Strakes <i>four</i> }	<i>.63</i>	<i>.65</i>	<i>.45</i>	<i>.49</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>7/8</i>	<i>"</i>	<i>"</i>	
UPPER DECK, Sheer- } strake in Wells..... }	<i>.63</i>	<i>.82</i>	<i>.45</i>	<i>.45</i>		<i>single</i>	<i>"</i>	<i>"</i>	<i>four</i>	<i>1</i>	<i>4</i>	<i>"</i>	
UPPER DECK, Sheer- } strake in Bridge ... }	<i>.63</i>	<i>.62</i>	-	-		<i>double</i>	<i>"</i>	<i>"</i>	<i>three</i>	<i>7/8</i>	<i>3 1/16</i>	<i>"</i>	
STRAKE BELOW Sheer- } strake in Wells..... }	<i>.63</i>	<i>.68</i>	<i>.45</i>	<i>.45</i>		<i>"</i>	<i>1</i>	<i>3 <sup>2</sup>/<sub>3</sub></i>	<i>four</i>	<i>1</i>	<i>4</i>	<i>"</i>	
STRAKE BELOW Sheer- } strake in Bridge ... }	<i>.63</i>	<i>.62</i>	-	-		<i>"</i>	<i>7/8</i>	<i>3 1/3</i>	<i>three</i>	<i>7/8</i>	<i>3 1/16</i>	<i>"</i>	
POOP SIDE PLATING .....			<i>.38</i>	<i>.40</i>		<i>single</i>	<i>7/8</i>	<i>3 1/3</i>	<i>one</i>	<i>7/8</i>	<i>3 1/16</i>	<i>"</i>	
BRIDGE SIDE PLATING ...		<i>.58</i>				<i>double</i>	<i>7/8</i>	<i>3 1/3</i>	<i>three</i>	<i>7/8</i>	<i>3 1/16</i>	<i>"</i>	
FOREC'TLE SIDE PLATING			<i>.40</i>			<i>single</i>	<i>7/8</i>	<i>3 1/3</i>	<i>one</i>	<i>7/8</i>	<i>3 1/16</i>	<i>"</i>	

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c)..... *Six*

„ Deck next below..... ✓

As per Rule..... *Six* ✓

			Plating Thickness.	STIFFENERS.			
				VERTICAL.		HORIZONTAL.	
				Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Tween decks...			—	—	—	—	—
"	"	"	—	—	—	—	—
"	"	"	—	—	—	—	—
"	"	"	—	—	—	—	—
"	"	"	—	—	—	—	—
"	"	"	—	—	—	—	—
"	"	"	—	—	—	—	—
"	"	"	—	—	—	—	—
"	"	Holds .....	36 10-26	CHINNEL 12-4-4-50	30	—	—
COLLISION	"	(in Hold) .....	44 10-36	10-3 1/2-50, B 8-3-10 1/2 A	24	Box beam and peak flat	
			33 10-30	6-3-36 B A	24	2 box beams	
AFTER PEAK	"	" .....					

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar</b> .....	✓ — ✓	—	—	—
<b>STEM</b> .....	<i> Rolled Steel</i>	$10 \times 2\frac{1}{2}$ $11 \times 7\frac{1}{2}$ $10\frac{1}{2} \times 7\frac{3}{4}$	<i>Ramsey</i>	<i>app<sup>2</sup> <math>9\frac{3}{4} \times 2\frac{1}{2}</math></i>
<b>STERN FRAME</b> {	Propeller Post .....	<i>Forging</i>	<i>Forster &amp; Son</i>	
	Rudder „ .....	$9 \times 7\frac{3}{4}$	<i>Enderland</i>	
<b>RUDDER—A × D</b> .....	<i>4.9.9. Forging</i>		<i>-do-</i>	
<b>Speed of Vessel</b> .....	<i>Under ten knots</i>			
<b>RUDDER</b> mainpiece at head ...		$10''$ dia		
„ „ heel ...		$7\frac{1}{2}$ "		
„ how constructed .....	<i>arms shrunk on</i>			
„ double or single plate	<i>single</i>			
„ coupling, vertical or	<i>vertical</i>			
„ horizontal .....				

## STEEL.

Manufacturer's name or trade mark of the Steel used in the construction of the  
Vessel (state process of manufacture) *open-hearth, South Durham S & Co, Ltd*  
*Bolton, Vaughan, Cargo Fleet, Norman Long, Consett Iron Co.*  
Has the Steel been tested as required by the Rules? *Yes.*



EQUIPMENT No. 3										LETTER	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.
29226	1st Bower	64	0	0	Stockless			50	10	0	0	63-3-0	Pyro Improved Stockless	not stated	Rel 19/12/25 JH Butler
29227	2nd "	64	0	0	"			50	10	0	0	63-3-0	"	"	"
29228	3rd "	55	0	0	"			45	7	2	0	54-2-0	"	"	"
	Collective weight.	183	0	0								182-0-0			
29225	Stream	17	2	0	4	2	14	18	12	2	0	17-2-0	Common	S Taylor & Sons	" 19/12/25 "

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.	Statu- Tons.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.	Length.					Cir.	Fathoms.		Ins.	Fathoms.
114849	270	2 1/16	913	127 1/2	684	2	21	682	1-0	270	2 1/16	19/12/25 J.H. Butler	TOWLINE	120	5	73	120	5
Iron Discontin Chain or Steel Wire		Cir.											HAWSERS & WARPS	2-90	2 3/4	15 1/2	2-90	2 3/4
	90	4 3/4		47						90	4 3/4	Dumont Corbett	"	2-90	7	-	2-90	7

Steering Gear, Steam by Donkin & Co.

Steering Gear, Hand by blocks and wires led to winches

Boats 2 life boats and 2 others Steering Chains, Size and Test 1 1/16 Shot link - 24 3/4 Tons. Windlass Clarke Chapman & Co's direct Steam

Ceiling in Holds, thickness and material 2 1/2 W.W. throughout holds Cargo Battens, thickness, material and spacing 6" x 2" W.W. 9" between

Cargo Hatchways.-(Upper Deck) Steel plates hinged along built angles & side strops. Thickness of Hatches 3 inches

Size of No. 1 Hatchway (Forward) 31'6" x 20'0" No. 2 33'0" x 20'0" No. 3 24'9" x 20'0" No. 4 33'0" x 20'0" No. 5 30'0" x 20'0" No. 6

Number of Shifting Beams and/or Fore and Afters five beams in No. 1, 2, 4 & 5, 2 trunks & 1 beam in No. 3, no fore & afters.

FOR SHORT BROTHERS, LIMITED,

Builder's Signature

George C. Short.

DIRECTOR

GENERAL DECLARATION This vessel has been built in accordance with the approved plans and instructions as well as with the printed Rules. The materials and workmanship are good. The freeboard has been verified and the freeboard marks "cut in" on the vessels sides. The double bottom and peak tanks have been examined under pressure, the weather decks, bulkheads & tunnel have been hose tested, the watertight doors and hand pump have been worked and all found satisfactory.

6 approved plans are enclosed, viz: Midship Section, Profile & decks, Pillars & girders, Stern frame & trudder, Pumping arrangements and strengthening of bottom forward, also enclosed, 2 forging reports & plan of Midship Section as built also Profile & deck plans

The amount of Entry Fee ..... £ 9 : 0 : 0

Special Survey Fee.... £ 331 : 5 : 6

Freeboard 11 : 0 : 0

Travelling Expenses, if any £ - : - : -

Fees applied for, 5 FEB 1926

Received by me, 25/2/26

I am of opinion the Vessel should be Classed 100 A1.

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

Signature Thomas Shaw.

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to SUNDERLAND. Date of issue 26/2/26.

Committee's Minute FRI. 12 FEB 1926

Character assigned 100 A1.

+ L.M.C. 2.26 C.L.

Lloyd's A.B.P.

Write A

Int



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.)

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

1st Bower	39-2-14	WM.	6148	4-12-25
2nd "	39-2-0	WM.	6145	27-11-25
3rd "	34-2-0	CB	5854	5-9-24

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop 32.25 ft., R.Q.D. ☒ ft., Bridge 121.75 ft., Forecastle 38.5 ft., (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *the poop and bridge are detached*

No. and Material of Decks and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) *1 dk (ste)*

Official No. *149406*; Signal Letters

particulars of composition *portland cement*.

If bottom of Vessel has been coated Inside *Yes* give

**PARTICULARS OF WATER BALLAST.—**

Where Fitted.	*Length.		Water Capacity.		Where Fitted.	*Length.		Water Capacity.	
	Feet.	Tons.	Feet.	Tons.		Feet.	Tons.	Feet.	Tons.
Double bottom, aft,	126.5	558			Fore peak tank,	26.33	151		
Double bottom, under Engines and Boilers,	41.25	210			After peak tank,	24.00	213		
Double bottom, if under Engines only,	—	—			Deep tank, aft,	—	—		
Double bottom, if under Boilers only,	—	—			Deep tank, forward,	—	—		
Double bottom, forward,	175.5	734			Other tanks, if fitted,	—	—		
Total capacity of double bottom		1502			(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 *5601*

Date *2.9.25*

Dates of Surveys held while building

*1925. Sep. 8, 9, 11, 15, 18, 21, 24, 28. Oct. 1, 5, 9, 15, 21, 26, 28, 30. Nov. 5, 10, 12, 17, 18, 20, 24, 25, 26, 30. Dec. 2, 8, 10, 11, 15, 16, 18, 23, 24, 29, 30. 1926. Jan. 4, 8, 11, 15, 20, 25, Feb. 1, 3.*

Lloyd's Register  
Foundation

Total No. of Visits *415*