

STEEL STEAMER or MOTORSHIP.

16 FEB 7

Received at London Office

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 15/2/37Port of NEWCASTLE-ON-TYNENo. 94702Survey held at Newcastle-on-TyneDate First Survey 8 June 1936Last Survey 28 Jan 1937

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

Steel Sc.HULLGATE

Mchy. aft

Single screw

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

Full Scantling

State Type of Erections (e.g. RAD, & Fds)

TONNAGE under Tonnage Deck... 264.24CLASS +100 A.1State if with freeboard as condition of Class noBuilt at Willington Quay on Tyne

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)

FEET.

Launched 30th November 1936 Yard No. 35

Total

Breadth (greatest moulded)

B 26.0Builders Clelands (Successors) Ltd.

Gross Tonnage

408.84

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

D 10.0Owners The Hull Gates Shipping Co. Ltd.

Register Tonnage

219.381st Longitudinal Number (L x D) = 1500

Managers

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

2nd Numeral L x (B + D) = 5400

Residence

REGISTERED DIMENSIONS.

FEET.

Length

156.1

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

7.66Port of Registry Hull

Breadth

26.2

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

15.0

If surveyed while building, afloat, or in dry dock

Depth

7.95

Draught Moulded

9'-10⁵/₁₆"while building & 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.
FRAMES, Spacing amidships	21	✓	Bracket Floors, Frame	✓	
" " from $\frac{3}{8}$ length to Collision bulkhead	21	✓	" " Reversed Frame	✓	
" " in peaks	21	✓	" " Vertical Struts	✓	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	28 x 34	✓
Frame Amidships, Angle	4 x 2 $\frac{1}{2}$ x 26	✓	" " top Angle single	2 $\frac{1}{2}$ x 2 $\frac{1}{2}$ x 30	double fed $\frac{1}{2}$ L
" " Extends up to	Upper dk, Rdk & as approved	✓	" " bottom Angle	3 x 3 x 34	" " "
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness	1 at 26	✓
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	18 minimum x 30	✓
Depth of Framing Girder	✓		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	2 $\frac{1}{2}$ x 2 $\frac{1}{2}$ x 26	✓
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	✓		" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem	4 $\frac{1}{2}$ x 4 $\frac{1}{2}$ x 26	✓
" " Second 'tween Decks, Angle, [or]	✓		" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	✓	
" " Third " "	✓		" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem	✓	
Framing in Peaks, Angle	4 x 2 $\frac{1}{2}$ x 38 & 4 x 2 $\frac{1}{2}$ x 26	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	30 x 26	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	$\frac{3}{4}$ & $\frac{5}{8}$ dia. at 7 dia.	✓	INNER BOTTOM PLATING.		
State if Frame Joggled	no	✓	Breadth and thickness of Middle Line Strake	38 x 30 to 28	✓
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	frames 4 x 2 $\frac{1}{2}$ x 38 BA from fr. 73, 1 side stringer & as approved	✓	Thickness of remainder in Holds	28	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Bottom frames 4 $\frac{1}{2}$ x 4 $\frac{1}{2}$ x 5 $\frac{1}{16}$ & Bottom shell 35 & extra side girder	✓	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?	yes where applicable & no D.B. in Engine Room	✓
SINGLE BOTTOM. in MCHY. SPACE.			BEAMS.		
Floors, Depth and thickness at mid line in Holds	32 $\frac{1}{4}$ x 3 $\frac{3}{8}$	✓	Uppermost Continuous Deck, amidships in Wells, Angle, [or]	5 x 2 $\frac{1}{2}$ x 30 BA Through beams	✓
Height of Brackets at side above base line at toe of frame	Floors level at sides of girders	✓	" " in way of Bridge, Angle, [or]	3 $\frac{1}{2}$ x 2 $\frac{1}{2}$ x 30 L $\frac{1}{2}$ beams & as approved	✓
Middle Line Keelson, on Floors, Angles, [or]	✓		Spacing	21	✓
" " Through Plate or Intercoastal Plate	✓		R.A. Second Deck, amidships, Angle, [or]	4 x 2 $\frac{1}{2}$ x 34 BA Through beams	✓
" " Foundation Plate on Floors	✓		Spacing	3 $\frac{1}{2}$ x 2 $\frac{1}{2}$ x 30 L $\frac{1}{2}$ beams	✓
" " Flat Plate Keel Angles	✓		Third Deck, amidships, Angle, [or]		
Side Keelsons, No. each side	1	✓	Spacing		
" " thickness of intercoastal Plate	7 $\frac{1}{16}$	✓	Fourth Deck, amidships, Angle, [or]		
" " Angles	5 x 5 x 62 & 14 x 3 $\frac{3}{4}$ top plate	✓	Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle	5 x 2 $\frac{1}{2}$ x 26	✓
Solid Floors, thickness and spacing	26 at 21	✓	Spacing	42	✓
" " Are Frame and Reversed Frame joggled?	no	✓	Bridge Deck, Angle	4 x 2 $\frac{1}{2}$ x 26	✓
Bracket Floors, breadth and thickness at middle line	✓		Spacing	42	✓
" " breadth and thickness at margin plate	✓		Forecastle Deck, Angle	4 x 2 $\frac{1}{2}$ x 32 & 26	✓
			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 and.....	.38 ✓	
" in 'tween Decks, Size and Spacing	2" round pillars in Bridge & Fls spaced 42" ✓		Thickness of Plating abreast Deck openings in way of Wells	✓	
" " " " "			Thickness of Plating abreast Deck openings in way of Bridge	✓	
" in Holds at centre line, under fore end of RAO.	double 6x3x3x.32 channels ✓ of deep frame brackets spaced 7'-0" apart ✓		Thickness of Plating within line of openings...	.25 ✓	
" " " " "			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	65 1/2 x .36 ✓		If Plated, state thickness		
" " " " " in way of ^{RAO brack} Bridge	.40 ✓		Poop Deck.		
" Angle in Wells	3 1/2 x 3 1/2 x .36 ✓		Stringer Plate, breadth and thickness	14 x .24 ✓	
Thickness of Plating abreast Deck openings in way of Wells	✓		Plating, Sheathing, material and thickness ..	part plated .25 ✓ + sheathed with 5 x 2 1/2 O.R ✓	
Thickness of Plating abreast Deck openings in way of Bridge	✓		Bridge Deck.		
Thickness of Plating within line of openings...	.30 to .38 ✓		Stringer Plate, breadth and thickness.....	26 x .24 ✓	
If Sheathed, material and thickness	✓		Plating, Sheathing, material and thickness ..	Ties 9 x .24 ✓ + 5 x 2 1/2 O.R ✓	
R. Q.			Forecastle Deck.		
Second Deck.			Stringer Plate, breadth and thickness.....	.26 ✓	
Stringer Plate, breadth and thickness in Wells...	65 x .32 ✓		Plating, Sheathing, material and thickness ..	.26 ✓	

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	37	.42	.42	.42	ends approved .38 ✓	single	$\frac{3}{4}$	3	✓	3 to 2	$\frac{3}{4}$	2 $\frac{5}{8}$	strapped ✓
" DBLG. (if any)													
BOTTOM PLATING, No. } of Strakes .....2..... }		.32	.35	.28		single	$\frac{5}{8}$	2 $\frac{5}{8}$	✓	2	$\frac{5}{8}$	2 $\frac{1}{4}$	lapped ✓
BILGE PLATING, No. of } Strakes .....1..... }		.32	.28	.28		single	$\frac{5}{8}$	2 $\frac{5}{8}$	'	2	$\frac{5}{8}$	2 $\frac{1}{4}$	lapped
SIDE PLATING, No. of } Strakes .....1 at RAD. }		.32		.28		single	$\frac{5}{8}$	2 $\frac{5}{8}$	'	2	$\frac{5}{8}$	2 $\frac{1}{4}$	lapped
UPPER DECK, Sheer- } strake in Wells..... }	45	.48	.28			single	$\frac{3}{4}$	3	✓	3 to 2	$\frac{3}{4}$	2 $\frac{5}{8}$	lapped
RAD UPPER DECK, Sheer- } strake in Bridge ... }	43	.38		.28		single	$\frac{3}{4}$	3	✓	2	$\frac{3}{4}$	2 $\frac{5}{8}$	lapped ✓
STRAKE BELOW Sheer- } strake in Wells..... }	43	.40	.28			single	$\frac{3}{4}$	3	✓	3 to 2	$\frac{3}{4}$	2 $\frac{5}{8}$	lapped
RAD STRAKE BELOW Sheer- } strake in Bridge ... }	45	.38		.28		single	$\frac{3}{4}$	3	✓	2	$\frac{3}{4}$	2 $\frac{5}{8}$	lapped
POOP SIDE PLATING .....				.25 & .28		single	$\frac{5}{8}$	2 $\frac{5}{8}$	✓	1	$\frac{5}{8}$	2 $\frac{1}{4}$	part strapped part lapped
BRIDGE SIDE PLATING ...				.25 & .28		single	$\frac{5}{8}$	2 $\frac{5}{8}$	✓	✓			
FORE'C'TLE SIDE PLATING			.25			single	$\frac{5}{8}$	2 $\frac{1}{2}$	✓	1	$\frac{5}{8}$	2 $\frac{1}{4}$	part strapped part lapped

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c)	3
„ Deck next below	-
As per Rule	3

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		Flat plate	✓	
STEM	Rolled bar	6x1 1/8	Dorman Long.	apptd 5 3/4 x
STERN FRAME {	Propeller Post	Forged S.I.	5 1/2 x 2 3/4	Lytham S+E Gld.
	Rudder "	"	5 1/2 x 2 3/4	
Speed of Vessel		10 knots.	✓	
RUDDER—Type		Balanced stream line.		
" A x D			✓	
" Diam. of head	Forged S.I.	3 5/8	✓	
" Mainpiece at top pintle	"	4 1/8	Lytham S+E Gld.	
" " heel	"	3	✓	
" how constructed		Steel plates riveted to forged frame.		
" double or single plate		Double	✓	
" coupling, vertical or		Horizontal	✓	
" horizontal				

STIFFENERS.

		Plating Thickness.	VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD,	Upper tween decks					
"	" Second "					
"	" Third "					
"	" Holds ²¹ 21	38-28	6x3x-30BA	24-30 36	✓	✓
COLLISION	" (in Hold)	34-30	7x3x-34BA 6x3x-34BA	24	✓	✓
AFTER PEAK	"	30	5x3x-32BA	24	✓	O.T. Plat. ✓

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Open hearth*
Messrs Appleby-Frodingham Steel Co. Ltd., Corbett Iron Co. Ltd. & Dorman Long & Co. Ltd.
Has the Steel been tested as required by the Rules? *Yes*

EQUIPMENT No 5942										LETTER F		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.	Cwts.							
94857	1st Bower ...	12	0	18	/				14	1	3	14	/	9	✓	stockless	R Sykes & Son Ltd	Netherton 16.1.36 H. Green	
94858	2nd „ ...	11	2	0	/				13	7	2	0	/	9	✓	„	do.	do. do. do.	
	3rd „ ...																		
	Collective weight.	23	2	18										18	✓				
49456	Stream	3	0	10	/			3	8	/	5	12	0	21	/	3	✓	Iron stock	Cradley Heath 7.8.36 L. Paul

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.	Statutory. Breaking.	Supplied.	Per Rule.			Length. Diam.					Length. Cir.	Tons.	Length. Cir.
	Fathoms. Ins.	Tons. Tons.	Cwts. qrs. lbs.	Cwts.			Fathoms. Ins.					Fathoms. Ins.		Fathoms. Ins.
53477	165 1	18 27	84-1-0	84			165 1	Shud link	Cradley Heath	6.10.36 L. Paul	TOWLINE	75 2 1/2	13.2	75 2 1/2
											HAWSERS & WARPS	90 5 1/2	manilla	90 5 1/2
											"			
											"			
Iron Stream Chain Steel Wire	45 2 1/2	13.2					45 2 1/2							

Steering Gear, Steam

Steering Gear, Hand Compound Hand Steering Gear by Donkin's

Boats 2 1/2 fathoms { 15.9 x 5.8 x 2.3' / 15.8 x 5.8 x 2.3' } Steering Chains, Size and Test 9/16" / 3.15-0-0 Windlass { Hand friction type by Gemmell & Froude, also operated by messenger chain from electric winch }

Ceiling in Holds, thickness and material 2 1/2" w.w.

Cargo Battens, thickness, material and spacing none.

Cargo Hatchways.—(Upper Deck) Steel plates & angles

Thickness of Hatches 2 1/2" w.w.

Size of No. 1 Hatchway (Forward) 31'-6" x 15'-0" No. 2 43'-9" x 15'-0" No. 3 No. 4 No. 5 No. 6

Number of Shifting Beams and for Fore and Afters No. 1-8, No. 2-11,

Builder's Signature

DAVID JAO
DIRECTOR

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel no (Diesel Engines) (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo 120. 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, the Secretary's letters, and in other respects in conformity with the Society's Rules for the Class contemplated.

The materials & workmanship are good.

As required by the rules, the double bottom tanks, peak tanks & oil fuel tanks have been tested by water pressure, & the weather decks and watertight bulkheads have tested with satisfactory results.

The assigned freeboards have been marked on vessel's sides, and verified.

The requirements of section 20 of the rules for the carriage of oil fuel having a flash point above 150°F have been complied with where applicable.

The approved plans (see separate list) & one ship forging report are forwarded herewith. Please return the approved plans for dealing with sister vessel now building.

This vessel is a sister ship to S.S. "CONIDA" built by Goole S.B. & Repairing Co. Ltd. No. 311.

The amount of Entry Fee £ 3 : 0 : 0 Fees applied for, 15 FEB 1937

Special Survey Fee.... £ 40 : 18 : 0

Freight £ 6 : - : -

Travelling Expenses, if any £ : : 7.5 19 37 8/5

Received by me,

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

V. M. Linklater

per R. E. Lumball

Surveyor to Lloyd's Register of Shipping.

State whether the Vessel has been built under Special Survey Yes

Certificate to be sent to Newcastle on Tyne Date of issue 10/5/37

Committee's Minute

Character assigned + 100A1

Large battens not fitted
Lloyd's Assoc. + dupl. 2.37

Write Note
" D.J.
" R.E.
" M.G.



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Lloyd's Register

W415-0160(212)

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.)

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

Mchy. aft. Cruiser Stern, Oil Eng. Cargo balltens not fitted

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

1st Bower	7-2-4	R.L.	3970,	27-9-35,
2nd "	6-3-5	R.L.	3971,	27-9-35,
3rd "				/

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 26.25 ft., R.Q.D. 66.5 ft., Bridge 10.5 ft., Forecastle 20.5 ft.
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated on R.Q.D.

No. and Material of Decks

1 Plc

Official No. 165002 ;

Signal Letters

MMBN

Is bottom of vessel coated with cement

Yes /

if not give

particulars of composition

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	14.5	32 -
Double bottom, under Engines and Boilers,			After peak tank,	13.5	18 -
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	99.75 /	131	Other tanks, if fitted, Oil Fuel Tank in Engine Room	8.75	19.5 + 41.4
	Total capacity of double bottom	131 /	(If necessary, furnish further information by sketch.)		per ton

* The wells are not to be included in the lengths of the tanks (See Circular No. 1284).

Order for Special Survey No. 5517

Date

2. April 1936

Dates of Surveys
held while building

1936 June 8, 11, July 1, 27, 28, 30 Aug. 4, 11, 12, 17, 19, 26, 27, 31 Sept. 1, 2, 3, 7, 9, 14, 15, 16, 17, 22,
23, 24, 25, 28, Oct. 1, 2, 3, 6, 8, 14, 22, 27, 29 Nov. 2, 3, 4, 5, 13, 18, 19, 26, 27, 30 Dec. 1, 10, 12, 16, 18,
22, 24, 1937 Jan. 11, 12, 13, 14, 15, 18, 21, 22, 27, 28.

Total No. of Visits

64.