

**Awning or Shelter Deck,
or Pt. Awning Deck.**

STEEL STEAMER.

No. 11039

State if Report is also sent on the Machinery of the Vessel Yes. Sld. 28066.

Port of London Date of completion of Report 28 June 1921 Received at London Office THU. 9 JUN 1921
Survey held at Shaverston Wharf Date, First Survey 3rd Sept. 1909 Last Survey 31st May 1921
On the (State if Single, Minor or Major Repair) S.S. LANCASTRIAN PRINCE Rig Iron - aft. Schooner

TONNAGE under 2897.25

Tonnage Deck 2897.25

4. between Tonnage Dk. and 2897.25

3rd, 4th or Awning Dk. 2897.25

Do. of Poop 99.86

of R. Dk. 6.12

of Bridge House 48.98

of Forecastle 13.44

of Houses on Deck 251.01

of excess of Hatchways 153.35

of above Crown of 153.35

Engine Room 3477.59

Cross Tonnage 280.99

less Crew Space 153.35

less above Crown of 153.35

Engine Room 1345.56

Navigation Spaces 68.88

Net Tonnage 1782.16

on Beam 1782.16

CLASS 100A1 Steel Decked hulls. FEET.

Breadth (greatest moulded) 52.0

Depth, at middle of length from top of keel to top of 24.75

beams at side of uppermost Continuous Deck 8.9

Deduct height of 'tween deck when this does not exceed 8ft. +.75

Transverse Number 77.5

Length on deck from fore part of stem to after part of 363.0

sternpost 28132.0

Longitudinal Number 28132.0

Depth "d" at middle of length. See Secs. 2 & 13 20.62

Proportions, Depths to Length, Uppermost Continuous 10.83

Deck at side to top of keel 14.67

" " " Upper Deck at side 14.67

" " " to top of keel 14.67

Destined Voyage Deferred for present. If Surveyed while Building, Afloat, or in Dry Dock Yes

Master not appointed.

Year of Appointment

Built at Shaverston Wharf - London

When built 1921. Launched 25 November 1920

By whom built Messrs. J. & W. G. Shipbuilders Ltd

Owners Messrs. The Prince Line Ltd

Managers

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

Residence London

Port belonging to Newcastle

LENGTH on 363 0 BREADTH 52 0 DEPTH, ACTUAL 20.62

as per Rule 363 0 Moulded 52 0 Do. 20.62

Dimensions of Ship per Register, Awn. or Shelter Dk. Moulded depth, ft. 33. ins. 6 To Awn. or Shelter Dk. Round up of Uppermost 13 ins.

Length 363.3 breadth 52.15 depth 22.25 Upper Deck. Moulded depth, ft. 24 ins. 9 To Upper Dk. Dk. Beam, Actual 13 ins.

FRAMING. Inches in Ship. Inches in Ship. Inches in Ship. Inches in Ship. Inches in Ship. Inches in Ship.

HE, Angles, or E or L Bars, amidships 11 3 1/2 62 1/2 11 3 1/2 62 1/2

in peaks 7 3 1/2 36 7 3 1/2 36

in way of Double Bottoms at Solid Floors 3 1/2 3 1/2 40 3 1/2 3 1/2 40

" " at intermdt. Bkts. 3 1/2 3 1/2 40 3 1/2 3 1/2 40

of Frames from centre to centre amidships 33 33

length to collision bulkhead 26 3/4 26 3/4

of Frames from centre to centre in peaks 24 24

ERSED FRAME, Angles 11 3 1/2 62 1/2 11 3 1/2 62 1/2

in way of Double bottoms at Solid Floors 3 1/2 3 1/2 40 3 1/2 3 1/2 40

" " at intermdt. Bkts. 3 1/2 3 1/2 40 3 1/2 3 1/2 40

ING, depth of girder 11 3 1/2 62 1/2 11 3 1/2 62 1/2

RS, depth and thickness of Floor Plate 33 33

at mid-line for 1/2 length amidships 26 3/4 26 3/4

in way of Engine and Boiler spaces 24 24

thickness at the ends of vessel 3 1/2 3 1/2 40 3 1/2 3 1/2 40

depth at 1/2 the half-bdth. as per Rule 33 33

height extended at the Bilges 26 3/4 26 3/4

RS, in Cell Double Bottoms 40 38 36 48 40 38 36 48

state if flanged (top and bottom) 33 26 3/4 24 33 26 3/4 24

spacing of Solid 40 38 36 48 40 38 36 48

RE GIRDER, in Dbl. bottom, dpth. & thknss 40 38 36 48 40 38 36 48

" Angles, Top 3 1/2 3 1/2 40 3 1/2 3 1/2 40

" " Bottom 4 1/2 4 1/2 50 4 1/2 4 1/2 50

" " to Floors 3 1/2 3 1/2 40 3 1/2 3 1/2 40

Brackets at intermdt. frmg., wdth & thknss 40 38 36 48 40 38 36 48

GIRDERS, number and thickness 40 38 36 48 40 38 36 48

" state if flanged (top & bottom) 40 38 36 48 40 38 36 48

Angles 3 1/2 3 1/2 40 3 1/2 3 1/2 40

IN PLATE, depth (exclusive of flange) 48 56 48 56

and thickness 3 1/2 3 1/2 40 3 1/2 3 1/2 40

Angles to outside plating 3 1/2 3 1/2 40 3 1/2 3 1/2 40

" to floors 3 1/2 3 1/2 40 3 1/2 3 1/2 40

Brackets at intermdt. frmg., wdth & thknss 40 38 36 48 40 38 36 48

Height of Brackets above at bilge 40 38 36 48 40 38 36 48

BOTTOM PLATING, breadth and 40 38 36 48 40 38 36 48

thickness of Middle Line Strake 40 38 36 48 40 38 36 48

" thickness in Engine and Boiler space 40 38 36 48 40 38 36 48

" Remainder in Holds 40 38 36 48 40 38 36 48

Awng or Shltr Dk, Single Angle, 10 3 1/2 45 10 3 1/2 45

Bulb Angle, Plate, Tee Bulb or Channel 8 3 1/2 46 8 3 1/2 46

Upper Deck, Single Angle, Bulb Angle, 10 3 1/2 45 10 3 1/2 45

Plate, Tee Bulb or Channel 8 3 1/2 46 8 3 1/2 46

Second, Third & Fourth Deck, Single 33 26 3/4 24 33 26 3/4 24

Angle, Bulb Angle, Plate, Tee Bulb or Channel 33 26 3/4 24 33 26 3/4 24

Angles on upper edge 33 26 3/4 24 33 26 3/4 24

PILLARS. Inches in Ship. Inches in Ship. Inches in Ship. Inches in Ship. Inches in Ship. Inches in Ship.

PILLARS, in 'tween Deck, size and spacing 7 3/4 3 1/2 50 7 3/4 3 1/2 50

" " Hold 10 5 60 10 5 60

" Quarter, 'tween Dks., " 7 3/4 40 7 3/4 40

" " in Hold " " 7 3/4 40 7 3/4 40

KEELSONS AND STRINGERS. Inches in Ship. Inches in Ship. Inches in Ship. Inches in Ship. Inches in Ship. Inches in Ship.

CENTRE LINE KEELSON, Vertical Plate above 55 52 42 55 52 42

" Rider Plate 4 1/2 4 1/2 56 4 1/2 4 1/2 56

" Flat Keel Plate Angles 3 1/2 3 1/2 42 3 1/2 3 1/2 42

" Horizontal Plates on Floors 40 36 40 36

" Angles or Bulb Angles 40 36 40 36

SIDE KEELSONS, Number 33 40 33 40

" Angles or Bulb Angles 33 40 33 40

" Plate above floors, for length 33 40 33 40

" Intercoastal Plate, for length 6 6 40 6 6 40

" Attached to outside plating with Angle 33 40 33 40

BILGE KEELSON, Angles 33 40 33 40

" Intercoastal Plate, for length 33 40 33 40

" Attached to outside plating with Angle 33 40 33 40

SIDE STRINGERS, Number 33 40 33 40

" Angle 33 40 33 40

" " Intercoastal Plate, for lng. 6 6 40 6 6 40

" Attached to outside plating with Angle 6 6 40 6 6 40

Awning or Shelter Deck Stringer Plates, 55 52 42 55 52 42

breadth and thickness 4 1/2 4 1/2 56 4 1/2 4 1/2 56

" Angle on ditto 3 1/2 3 1/2 42 3 1/2 3 1/2 42

" Tie Plates, fore and aft, outside Hatchways 40 36 40 36

" Deck, * Iron or Steel, for Compens. lng. 40 36 40 36

" Wood Deck, Material & thickness 5 3 36 5 3 36

Upper Deck Stringer Plate, breadth and 55 52 42 55 52 42

thickness 3 1/2 3 1/2 42 3 1/2 3 1/2 42

" Angles on ditto, No. 33 40 33 40

" Tie Plates, outside Hatchways 33 40 33 40

" Deck, * Material and thickness 36 36

Second Deck Stringer Plates, breadth & thickness 33 40 33 40

" Angles on ditto, No. 33 40 33 40

" Tie Plates, outside Hatchways 33 40 33 40

" Deck, * Material and thickness 36 36

Third, Fourth & Fifth Deck Stringer Plate, 33 40 33 40

breadth and thickness 3 1/2 3 1/2 42 3 1/2 3 1/2 42

" Angles on ditto, No. 33 40 33 40

" Tie Plates, outside Hatchways 33 40 33 40

" Deck, * Material and thickness 36 36

Poop Deck Stringer Plate, breadth & thickness 33 40 33 40

" Angles on ditto 33 40 33 40

" Tie Plates 33 40 33 40

" Deck, * Material and thickness 36 36

Bridge Deck Stringer Plate, breadth & thickness 33 40 33 40

" Angle on ditto 33 40 33 40

" Tie Plates 33 40 33 40

" Deck, * Material and thickness 36 36

Forecastle Deck Stringer Plate, breadth & thickness 33 40 33 40

" Angle on ditto 33 40 33 40

" Tie Plates 33 40 33 40

" Deck, * Material and thickness 36 36

[illegible]

VESSEL NO. 31363 LETTER X						ANCHORS.															
Number of Certificate.		Anchors.			WEIGHT, EX STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQ. BY TABLE 31.			Description of Anchor.		Makers.	Where and when tested and Superintendent.	
Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.						
54516	1st Bower ..	57	1	0	36	0	0	46	15	2	14	56	1	0	0	Sinker	East of Saddle River Oak Works	3/5/20 H.A. Sydney			
54518	2nd ..	57	0	0	35	1	14	46	12	2	0	54	3	0	0	"	"	"	"	"	
54514	3rd ..	47	1	7	28	0	0	40	13	0	14	49	0	0	0	"	"	"	"	"	
	Collective weight	161	2	7								160	0	0	0						
53262	Stream	18	0	10	4	0	0	16	12	0	21	16	0	0	0	Ordinary	"	"	"	"	
53263	Kedge	6	1	2	1	2	14	8	12	2	0	6	2	0	0	"	"	"	"	"	
Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test. 1st Bower 36-0-0 J.D.W. 2752: 16-9-19. Pallion Sunderland 2nd " 35-1-14: J.D.W. 2845: 27-1-20. " 3rd " 28-0-0 J.D.W. 2753: 16-9-19. "																					
CHAIN CABLES.													HAWERS AND WARPS.								
Number of Certificate.		Length and Size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Fathoms and Size Per Table 31.		Description.	Makers of Cables.	Where and when tested, and Superintendent.		Material.	Length and Size supplied.		Breaking Test of Steel Wire Twoline.		Fathoms and size per Table 31.		
Length.	Diam.	Status.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.	Length.	Diam.						Faths.	Inch.	Faths.	Inch.			
54396	270	2 3/8	5 1/2	11 3/4	68-2-17	608-3-2	270	2 3/8	STUDLINE	Round cable	3/3/20 P.C.S. Perkins			TOWLINE	120	4 1/2	120	4 1/2			
	Chain Steel Wire	90	4 1/2	3 9/16			90	4 1/2						HAWERS & WARPS	4290	7"	4290	7"			
Boats 4 life boats 24' x 10' 1 Dugger 18' x 8' Pumps, Number one 6 fore peak. Windlass is Combined hand steam Emerson Walker Thompson Capstan Engine Room Skylights.—How constructed? Steel coverings flap Coal Bunker Openings.—How constructed? Steel coverings flap Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 12 each side 4' x 9' 5 1/2" pipe scupper. These are from 4' 6" and are Ceiling in Holds, thickness and material 9' x 30" hole wood Cargo Battens, thickness and material 6' x 2" steel in holds only State size No. 1 Hatch (Forward) 24' x 3' x 14' 3" No. 2 Hatch 33' x 18' 1" No. 3 Hatch 34' x 18' 1" No. 4 Hatch 33' x 18' 1" Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 5 web plates in No. 1, 3, 5. Seven in No. 2, 4 Bulkheads, height above deck and description 30 steel plate 3' 6" high Main Rail and Stays, material and size 7' x 3 1/2" x 13' 1/2", 6' x 35" bulkhead The foregoing is a correct description. Builder's Signature (here only) FOR FURNESS SHIPBUILDING CO. LIMITED Surveyor's Signature R. D. Spie Surveyor to Lloyd's Register of Shipping.																					
Correspondence.—State dates and initials of letters respecting this case (Director should be made in any correspondence connected with the case). Jan. 17 January 1919. 6 18 May 1919																					
Workmanship. Are the butts of plating planed or otherwise fitted? planed Is the riveted work properly closed? Yes Are the liners between the frames and plates solid single pieces? joggled plating Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes Are the rivet holes well and sufficiently countersunk in the plate and punched from the facing surfaces? and drilled Yes Do any rivets break into or through the seams or butts of the plating? a few odd ones Are the butts of Plating, Stringers, &c., properly shifted and strapped? Yes Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Yes State results of tests satisfactory Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? Yes State results of tests satisfactory General Remarks (State quality of workmanship, &c.) The workmanship throughout is satisfactory This vessel has been built in accordance with the approved plans. The Secretary's letter of advice dated and in general conformity with the Society's Rules & Regulations for the Class. Contemplates, except that the holes in the plates are drilled and planished. rivets used in the shell plating rather than bolts. Damage opening aft. The steering gear is of Wilson Price type controlled by telecontrol from the bridge. Independent means of steering are provided by wire rope tackle led to steam winches aft. All decks, stow, timber upper portion of collision bulkhead have been tested by hose with satisfactory results also cargo port doors. The windlass, steering gear, winches have been tested under steam with satisfactory results. Frictionless worked on vessel's side and reefed. Regulation for carrying oil fuel in double bottom tanks complied with This is a new vessel to S.S. Louisiana yard no 22. Ind. Regd. 20 10997 The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans to be forwarded with F.E. Report showing vessel as built. P.T.O.																					
The amount of Entry Fee £ 7 : 0 : 0 Fees applied for, Special Survey Fee.... £ 248 : 18 : 0 Received by me, Travelling Expenses, if any £ 9 : 0 : 0 26.7.1921 State whether the Vessel has been built under Special Survey Yes I am of opinion this Vessel should be Classed 100 All steel Deck n With, or without Freeboard, as condition of Class with. Committee's Minute 10E JUN 14 1921 Character assigned 100A1 Checked at work fhd. Cargo hold not found in frame deck. Lloyds Assn. O. + Lmb. 521. 48. © 2019 Lloyd's Reg Foundation																					

GENERAL REMARKS—(continued).

except. That this vessel has tonnage opening aft. with
freemig post. Tempers each side
Copies of the Machinery Section & Profile decks as built. are forwarded herewith
together with 5 foregoing rearing reports.

The approved plans were forwarded with the report on S.P. Lommis
have not been returned. I shall be glad if you will return same for
dealing with the sister ships.

The vessel for the time being will be "land up" and will be placed
in dry dock before sailing.

Downtow Pump. on the. Owners agree to fit same when called upon
to do so.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle 68.0 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ☒

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it
should appear in the Register Book) 1D (Steel) Steel deck (Steel) Straight frames braced with
Cargo battens not fitted in Tween Decks

Official No. ; Signal Letters

State if Machinery is fitted aft

How are the surfaces preserved from oxidation? Inside Cement. Bitumastic enamel. paint Outside Paint

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors. Cellular

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	93.5	472.	Fore peak tank,	19.3	45
Double bottom, under Engines and Boilers,	41.25	193.	After peak tank,	16.0	48
Double bottom, if under Engines only,	-	-	Deep tank, aft,	-	-
Double bottom, if under Boilers only,	-	-	Deep tank, forward,	-	-
Double bottom, forward,	159.	638	Other tanks, if fitted,	-	-
Total capacity of double bottom		1303.	(If necessary, furnish further information by sketch.)		

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

State whether the above have been tested as required by the Rules.

Yes

Order for Special Survey No. 1323

Date 31. 12. 19.

No. 23 in builder's yard.

DATES OF SURVEYS held while building

1912
Sept. 3. Oct. 11. 17. 24. 27. 31. Nov. 19. 25. Dec. 19. 23. Jan. 13. 23. Feb. 5. 12. Mar. 2. 9. 24. Apr. 4. 10. 11. Jun. 2. 9. 17. 25. Jul. 9. 22. 27. 30. Aug. 12. 24.
1911
Sept. 2. Oct. 7. 11. 13. 15. 25. 29. Nov. 4. 8. 11. 16. 18. 19. 22. 23. 24. 25. 26. 30. Dec. 16. Jan. 6. 11. 12. 18. 20. Feb. 4. 5. Mar. 23. Apr. 5. 11. 14. 18. 21. 26.
May 4. 9. 10. 19. 31.

Surveyor's Signature

Total No. of Visits 70.

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