

ROBERT DUNSMUIR

will say:

I am a Member of the Institution of Naval Architects and a Senior Surveyor to Lloyd's Register of Shipping.

The S.S. "RUMORE" at the time of her loss was classed *100A1 with Lloyd's Register of Shipping.

The Second Special Survey No. 1 was completed at Glasgow in August, 1937. There were no outstanding classification surveys at the time when the vessel sailed on her last voyage. A freeboard survey in accordance with the International Load Line Convention was carried out in Liverpool in January, 1933. A Load Line Renewal Survey was carried out in Liverpool in August, 1933, when a Certificate valid until the 25th August, 1938 was issued in the name of the Steamer at the time of survey, viz: "DHOON GLEN". The name of the vessel was changed to "RUMORE" in March, 1937 when a Load Line Certificate was issued in the new name, valid until the 25th August, 1938. The last Annual Load Line Survey was carried out in March, 1937 at Greenock.

I produce the following reports:

Liverpool Report	102689, August, 1933.	Hull & Machinery.
Middlesbrough "	14965, October, 1933.	Machinery
Liverpool "	104000, June, 1934.	"
" "	104632, November, 1934	"
" "	104693, November, 1934	Hull & Machinery
" "	105535, May, 1935.	Hull
" "	105997, September, 1935.	Machinery
" "	106052, October, 1935.	"
" "	106994, April, 1936.	Hull & Machinery
" "	108115, December, 1936.	" "
" "	108252, December, 1936.	Machinery.
" "	108368, January, 1937.	Hull
Greenock "	20345, March, 1937.	Hull & Machinery.
Glasgow "	58718, August, 1937.	Hull.

and

Liverpool Report	101609, January, 1933.	Freeboard report.
Greenock "	20346, March, 1937.	Freeboard verification.
Greenock "	20344, March, 1937.	Annual Load Line
Freeboard Certificate (copy)	valid until the 25th August, 1938.	Report.

The plans of the steamer were approved in January

1920, under the Society's 1919-1920 Rules. Section 17 of these Rules required that the following additional strengthening should be provided in the fore part of the bottom of steamers of the size and type of the "RUMORE":

- (a) The rivets in the plating and frames in the bottom forward of the midship half length are to be spaced not more than $5\frac{1}{2}$ diameters centre to centre.
- (b) Additional intercostal side keelsons are to be fitted from the midship half length to the Rule position of the collision bulkhead.
- (c) The frames are to be doubled from the midship half length forward to the Rule position of the collision bulkhead to the turn of bilges.
- (d) The three strakes of outside plating next the keel are to have the midship thickness maintained forward to the Rule position of the collision bulkhead.
- (e) Floor plates or intercostals are not to be flanged in the range of the additional strengthening.

There is no space in the First Entry Report for reporting the above items, but the Surveyor who inspected the ship during construction reported "This vessel has been built in accordance with the approved plans, and in general conformity with the Rules of the Society". In the space where the thickness of shell plating is shewn in the First Entry Report it is clearly indicated that the midship thickness of the bottom and side plating was maintained fore and aft.

GLASGOW.

Robert Lumsden

2nd June, 1939.



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