

STEEL STEAMER ~~OR~~ MOTORSHIP

14 JUL 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 6th July 1926

Port of GREENOCK

No. 18576

Survey held at PORT GLASGOW

Date First Survey 3rd March 1925Last Survey 5th July

1926

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

SINGLE SCREW

"MARSLEW"

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

FULL SCANTLING

State Type of Erections *POOP, BRIDGE & FUNNEL*TONNAGE under
Tonnage Deck...

4303.36

CLASS ~~X~~ 100A1State if with freeboard
as condition of Class

No

Built at PORT GLASGOW

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

1008

Length from fore part of stem to after part of stern
post on summer L.W.L. See Sec. 3 (1a)

L

384.0

Launched 14th April 1926. Yard No. 780

Total

4303.36

Breadth (greatest moulded)

B

51.75

Builders LITHGOW'S LIMITED

Gross Tonnage

4541.97

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

D

29.0

Owners WALMAR STEAMSHIP CO. LTD.

Register Tonnage

2880.85

1st Longitudinal Number (L x D) = 11136

2nd Numeral L x (B + D) = 31008

Managers KAYE SON & CO. LTD.

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

REGISTERED DIMENSIONS.

FEET.

Length

385.0

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

17.04

Breadth

52.0

Proportions—Depth to Length—Uppermost con-
tinuous deck to top of keel

13.24

Port of Registry LONDON

Depth

26.6

Do. Long Bridge to top
of keel

10.45

If surveyed while building, afloat, & in dry dock

Draught Moulded

23.94

☒ YES.

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.	
ES, Spacing amidships	28"				Bracket Floors, Frame	BULK ANG.	7	3 1/2	34	6 1/2 x 3 1/2 x 34
" from 1/2 length to Collision) bulkhead.....}	27"				" " Reversed Frame		6	3	34	
" in peaks.....	24"				" " Vertical Struts	PLATE BULK ANG.	24	6	3	38
FRAMING.					Centre Girder, depth and thickness amidships		4 1/2		51	
me Amidships, Angle, E or F	10	3 1/2	45		" " top Angles		3 1/2	3 1/2	48	
" Extends up to	2ND DECK.				" " bottom Angles		4	4	55	
Reversed Frame Amidships, Angle					Side Girders, No. each side and thickness		1	2	38	
" " Extends up to...					Margin Plate depth (excl. of flange) and thickness		4 2 1/2		49	
th of Framing Girder	10"				" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem		5	5	41	
mes in Uppermost Continuous 'tween Decks, Angle, E or F}	7	3 1/2	35		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem		6	6	42	
" Second 'tween Decks, Angle, E or F					" " Gussets, spacing and scantling abaft 1/2 len. from stem.....	No GUSSETS. ADDITIONAL RIVETING IN MARGIN CONNECTIONS.				
" Third " " " "					" " Gussets, spacing and scantling forward 1/2 len. from stem.....	GUSSET ANGLES ON EVERY FRAME				
ing in Peaks, Angle or F	7 1/2	3	38	7 1/2 x 3 x 33	Tank Side Brackets, height above base line at toe of Frame and thickness		6 4 1/2		38	
meter and Spacing of Rivets through Frame and Shell Plating amid- ships	7/8 DIA. & 6 1/4"				INNER BOTTOM PLATING.					
if Frame Joggled	YES.				Breadth and thickness of Middle Line Strake ...		70		46	
ING ARRANGEMENTS (Sec. 7), state system and particulars)	WEB FRAME SYSTEM. 3 KIDS 27 x 48 & 3 SIDE STRINGERS 27 x 36 AS APP.				Thickness of remainder in Holds				41	
NGTHENING OF BOTTOM FOR- WARD. State Particulars	DOUBLE FRAMES & ADDITIONAL INTERCOSTALS AS APPROVED.				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.				
LE BOTTOM.					BEAMS.					
rs, Depth and thickness at mid-line in Holds					Uppermost Continuous Deck, amidships in Wells, Angle, E or F		8	3	34	
Height of Brackets at side above base line at toe of frame					" " in way of Bridge, Angle, E or F		8 1/2	3	40	
le Line Keelson, on Floors, Angles, E or F					Spacing	EVERY FRAME				
" " Through Plate or Intercostal Plate...					Second Deck, amidships, Angle, E or F		8 1/2	3	44	
" " Foundation Plate on Floors					Spacing.....	EVERY FRAME.				
" " Flat Plate Keel Angles					Third Deck, amidships, Angle, E or F					
Keelsons, No. each side					Spacing.....					
" thickness of Intercostal Plate...					Fourth Deck, amidships, Angle, E or F					
" Angles					Spacing.....					
LE BOTTOM.					Poop Deck, Angle, E or F		8 1/2	3	36	
d Floors, thickness and spacing	38 Every 32				Spacing.....	ALT. FRAMES.				
" Are Frame and Reversed Frame joggled?.....	YES.				Bridge Deck, Angle, E or F		7	3	39	
cket Floors, breadth and thickness at middle line	47	38	3 1/2 x 38		Spacing.....	EVERY FRAME.				
" " breadth and thickness at margin plate.....	33 1/2	38	3 1/2 x 38		Forecastle Deck, Angle, E or F		10	3 1/2	42	
					Spacing	ALT. FRAMES.				

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.....	Two				Stringer Plate, breadth and thickness in way of Bridge	70	x	'34	
„ in 'tween Decks, Size and Spacing.....	Two Rows of Solid Wide Spaced Pillars as per App ^d Plan.				Thickness of Plating abreast Deck openings in way of Wells			'34	
„ „ „ „ „					Thickness of Plating abreast Deck openings in way of Bridge			'30	
„ in Holds „ „	Two Rows of Built Wide Spaced Pillars as per App ^d Plan.				Thickness of Plating within line of openings... <i>Clear of Bridge</i> <i>In Bridge</i>			'34 '30	
„ „ „ „ „					If Sheathed, material and thickness		✓		
Centre Line Bulkhead.					Third Deck.				
Stiffeners and Spacing.....	<i>HOLD. B.A.</i>	6	3	'34	Stringer Plate, breadth and thickness.....		✓		
	<i>TWEEN DECK O.H.</i>	4	3	'30					
Plating, thickness of	<i>H.O.L.A.</i>			'30	If Plated, state thickness.....		✓		
	<i>TWEEN DECK.</i>			'26					
STRINGERS AND DECKS.					Fourth Deck.				
Uppermost Continuous Deck.					Stringer Plate, breadth and thickness.....		✓		
Stringer Plate, breadth and thickness in Wells	55	x	'86		If Plated, state thickness		✓		
„ „ „ „ in way of Bridge	55	x	'54	55" x '38					
„ Angle in Wells	6	6	'86		Poop Deck.				
Thickness of Plating abreast Deck openings in way of Wells			'57		Stringer Plate, breadth and thickness	34	x	'34	
Thickness of Plating abreast Deck openings in way of Bridge			'38	'34	Plating, Sheathing , material and thickness ...			'34	
Thickness of Plating within line of openings...	<i>Clear of Bridge</i> <i>In Bridge</i>	'40 '32			Bridge Deck.				
If Sheathed, material and thickness	✓				Stringer Plate, breadth and thickness.....	55	x	'56	55 x '47
Second Deck.					Plating, Sheathing , material and thickness ...			'42	'35
Stringer Plate, breadth and thickness in Wells...	70		'38		Forecastle Deck.				
					Stringer Plate, breadth and thickness.....	34		'34	
					Plating, Sheathing, material and thickness ...	30	45	22	P.P

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	49	.75 ✓	.66 ✓	.66 ✓	✓	DOUBLE	1	4	FOUR.	1	4	LAPPED.
„ DBLG. (if any)												
BOTTOM PLATING, No. of Strakes <i>FOUR...</i>		.60 ✓	.46 ✓	.46 ✓	✓	DOUBLE	7/8	3 1/2	THREE	7/8	3 1/8	„
BILGE PLATING, No. of Strakes <i>.....Two.....</i>		.60 ✓	.46 ✓	.46 ✓	✓	„	„	„	„	„	„	„
SIDE PLATING, No. of Strakes <i>.....THREE.....</i>		.58 ✓	.44 ✓	.44 ✓	✓	„	„	„	„	„	„	„
UPPER DECK, Sheer- strake in Wells.....)	50 1/2	.86 ✓	.44 ✓	.44 ✓	✓	„	1	4	FIVE	1	4 1/2	„
UPPER DECK, Sheer- strake in Bridge ...)		.60 ✓			✓	„	7/8	3 1/2	THREE	7/8	3 1/8	„
STRAKE BELOW Sheer- strake in Wells.....)		.76 ✓	.44 ✓	.44 ✓	✓	„	1	4	FOUR	1	4	„
STRAKE BELOW Sheer- strake in Bridge ...)		.60 ✓			✓	„	7/8	3 1/2	THREE	7/8	3 1/8	„
POOP SIDE PLATING38		SINGLE	3/4	3	ONE	3/4	2 5/8	„
BRIDGE SIDE PLATING56 ✓				DOUBLE	7/8	3 1/2	THREE	7/8	3 1/8	„
FOREO'TLE SIDE PLATING			.40			SINGLE	3/4	3	ONE	3/4	2 5/8	„

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—						Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.		
Extending to Upper Deck (Sec. 3 c).....4											
,, Deck next below.....2											
As per Rule.....6											
						Plating Thickness.	STIFFENERS.				
							VERTICAL.		HORIZONTAL.		
							Scantlings.	Spacing.	Scantlings.	Spacing.	
MIDSHIP BULKHD, Upper tween decks						✓	27-26	5'3"×32	28½"	✓	✓
,, Second ,,											
,, Third ,,											
,, Holds						✓	41-29	11'3½"×46	28½"	✓	✓
COLLISION ,, (in Hold)						✓	50-32	9½'3¼"×32	24"	ONE SEMIBOX BEAM	
AFTER PEAK ,,						✓	50-30	6¾'3"×38	24"	TUNNEL RECESS.	
KEEL, Bar						✓		ROLLED STEEL BAR.	9 × 2½	A HICKMAN LTB.	
STEM											
STERN FRAME {						Propeller Post	CASTING	10½ × 7¾	HANIEL &		
						Rudder ,,	"	9 × 7¾	LUEG. DUSSELDORF.		
RUDDER—A × D.....438.6											
Speed of Vessel UNDER 10 K.....											
RUDDER mainpiece at head ...						FORGING	9½'	PORTLAND			
,, ,, heel ...						"	7¾'	FORGE.			
,, how constructed							BUILT FORGING.				
,, double or single plate							SINGLE	1'06			
,, coupling, vertical or horizontal.....							HORIZONTAL.				

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) OPEN HEARTH PROCESS.
R. Christie & Sons; William Beardmore & Co; Lanarkshire Steel Coy Ltd; Steel Coy of Scotland & Co.
Skinner's Iron Works; Hannemann's Iron Works;
Has the Steel been tested as required by the Rules? YES.

EQUIPMENT No. 32437										LETTER <i>Y</i>	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.
29039	1st Bower ...	60	2	7	Stockless			48	15	0	0	60	BYERS IMPROVED	N.L. BYERS & CO ^L	SUNDERLAND 27.8.25 J. H. BUTLER.
29031	2nd „ ...	60	0	0	"			48	7	2	0	60	D ²	D ²	SUNDERLAND 27.8.25 J. H. BUTLER.
29023	3rd „ ...	50	3	7	"			42	18	1	21	50½	D ²	D ²	SUNDERLAND 25.8.25 J. H. BUTLER.
	Collective weight.	171	1	14								170½			
58965	Stream	16	1	21	4	0	14	17	14	0	7	16¼			

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.	Stam- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.											
									Length.					Cir.	Length.		Cir.		
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.				Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
60061	270	2 ³ / ₁₆	86 ³ / ₈	120 ¹ / ₂	658	0	22	648 ³ / ₁₆	270	2 ³ / ₁₆	STUD LINK	NORTH BROOMER & SONS ^L	TIPTON 31.8.25 H. C. JESSON.	TOWLINE ...	120	4 ³ / ₄	47	120	4 ³ / ₄
														HAWSERS & WARPS	2290	2 ³ / ₄	15 ¹ / ₂	2290	2 ³ / ₄
														"	2290	2 ¹ / ₂	12 ¹ / ₂	2290	2 ¹ / ₂
Iron-Stream Chain or Steel Wire	90	4 ¹ / ₄	47						90	4 ¹ / ₄	G.S.N.	H. T. BOWIE & CO ^L		"					

Steering Gear, Steam BY HASTIE & COY L^{td} GREENOCK.

Steering Gear, Hand BY RELIEVING TACKLE LEAD TO POOP WINCH.

Boats 2 LIFEBOATS, 1914, 1 DINGHY.

Steering Chains, Size and Test 1 3/8 CHAIN ; 22 5/8 TONS.

Windlass STEAM, BY CLARKE CHAPMAN.

Ceiling in Holds, thickness and material 2 1/2" H.P. FITTED THROUGHOUT.

Cargo Battens, thickness, material and spacing 2" H.P. & 9" SPACING.

Cargo Hatchways.—(Upper Deck) BUILT OF STEEL PLATES & ANGLES.

Thickness of Hatches 2 1/2" Solid. H.P.

Size of No. 1 Hatchway (Forward) 24' 9" x 19' 0" No. 2 28' 0" x 19' 0" No. 3 14' 0" x 19' 0" No. 4 35' 0" x 19' 0" No. 5 25' 8" x 19' 0" No. 6

Number of Shifting Beams and/or Fore and Afters No. 1 HATCH 4 ; No. 2 HATCH 5 ; No. 3 HATCH 2 ; No. 4 HATCH 6 ; No. 5 HATCH 5.

Builder's Signature

GENERAL DECLARATION The vessel has been built in accordance with the Approved Plans, the Secretary's letters referring thereto & in general conformity with the Society's Rules for the class contemplated.

The workmanship is good & the materials used in the vessel's construction are also good.

All the Double Bottom Tanks, Deep Tank, After Peak Tank, and the Fore Peak have been tested as required by the Rules & found satisfactory.

Double Bottom Tanks Nos 1, 2, 4 & 5 have been made suitable for Oil Fuel, and the requirements of Sec 35 of the Rules have been fully carried out.

The H.T. Bulkheads, Tunnel and Weather Decks were hose tested & found satisfactory.

The Freeboard has been verified and the marks put in on the vessel's sides.

Copy of Owner's letter regarding Omission of Tween Deck Bulkhead in after Hold, attached.

The amount of Entry Fee £ 8 : 0 : 0
Special Survey Fee.... £ 302 : 2 : 0
FREEBOARD
Tonnage Expenses, if any £ 10 : 0 : 0

Fees applied for,
28th June 1926
Received by me,
29th June 1926.

I am of opinion the Vessel should be Classed *** 100 A1**
INTERMEDIATE (TWEEN DECK) IN AFTER HOLD DISPENSED WITH
4 BHD^s TO UPPER DECK ; 2 BHD^s TO 2nd DECK ;
* SUBJECT TO INDENTED SHELL PLATING BEING
REPAIRED AT OWNERS' CONVENIENCE.

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

Signature

Robert Dundas
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *GREENOCK via Glasgow* Date of issue *16/7/26*Committee's Minute *GLASGOW 13 JUL 1926*Character assigned *100 A1*

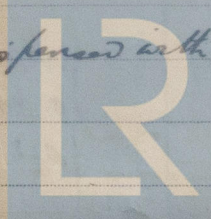
7.26 } subjects

Lloyds A+C

+ LMC 7.26 FD

Fitted for oil fuel 7.26 F.P. above 150° F

Intermediate Tween DK. B.H. in after hold dispensed with
4 B.H. to upper DK, 2 B.H. to 2nd DK



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Lloyd's Register
Foundation

W59-0186 (2/3)

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.)

Repairs on account of damage caused through striking quay wall when entering James Watt Dock, Buenos Aires, on the 14th April 1926, after vessel was launched. Vessel placed in dry dock for examination.

Shell Plate F 6 Port. renewed. (Lumbered from Forward).

" " F. 7 " faired in place.

" " G. 6 " lower landing, faired in place.

" " E 4 " upper " " "

1 Frame in way of above faired in place. 1 Tank Margin bracket riveted to fore. Forward length of Bilge Keel Starb^d, cut off, faired & refitted. Ceiling & Spacing in way, removed for access to repairs, & refitted.

This is a sister vessel to the S.S. "MARGALAU" Grk Rep No 18528.

List of Plans.

Midship Section
Profile & Decks.

Stern Frame

Rudder.

Tunnel

2nd Deck in E & B. Space.

Lower Deck Pillar Connections.

W. S. Bulkheads.

W. S. Bulkhead No 85

Pillars & Girders

Additional strengthening forward.

Deep Tank.

Hatch Plan.

Panting Arrangements.

Rudder Quadrant.

Amended Pumping Arrangements.

Grain Bulkhead.

Midship Section (as built).

Profile & Decks (as built).

Forging Reports on Rudder, Stern Frame, Quadrant, Stem.

For further damage report see continuation sheet attached.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	WEIGHT HEAD & PIN. 38 - 2 - 7	SURV INITS K H	NO OF CERTIFICATE 3498	DATE OF TEST. 28.5.25
	2nd "	38 - 2 - 21	K. H.	3478	28.5.25
	3rd "	32 - 1 - 7	K. H.	3532	30.6.25

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 33.42 ft., R.Q.D. ☒ ft., Bridge 112.0 ft., Forecastle 44.1 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ☒

No. and Material of Decks (this information is to be given as it should appear in the Register Book)

2 DKS (STL).

Official No. 18508 ; Signal Letters.

Is bottom of Vessel coated with cement ☒ if not give

particulars of composition. PORTLAND CEMENT ON BOTTOM IN DRY TANK ; ELSEWHERE CEMENT FILLETS IN D.B. TANKS ; PEAKS CEMENT ON BOTTOM. FLOORS CEMENT WASHED.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	116.67	345.0	Fore peak tank,		
Double bottom, under Engines and Boilers,	21.0	82.0	After peak tank,		16.0
Double bottom, if under Engines only,			Deep tank, aft,	30.33	760.0
Double bottom, if under Boilers only, DRY TANK.	18.67		Deep tank, forward,		
Double bottom, forward,	172.83	576.0	Other tanks, if fitted,		
Total capacity of double bottom		1003.0	(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. 3147

Date 27. 2. 25.

Dates of Surveys held while building

(1925) Mar. 3-10-13-17-19-23-25-27. Apr. 2-8-13-15-20-22-27-29. May 1-13-15-20-22-28. June 2-8-10-17-24-26. July 24-28. Aug. 5-10-12-14-19-25. Sept. 1-9-11-17-25-27. Oct. 7-12-15-19-21-29. Nov. 2-5-11-16-20-25. Dec. 1-9-11-14-17-21-24-28-30. (1926) Jan. 7-12-15-20-22-25. Feb. 2-5-9-15-16-24. Mar. 4-8-22-30. Apr. 6-9-16-29. May 3- June 7-8-30. July 2-4-5.

Total No. of Visits

90.

-S. S. MARSLEW-

Damage stated to have been sustained on leaving the James Watt Dock, Greenock for trial on the morning of the 28th June 1926.

Now Done:- Vessel placed in dry dock, bottom & rudder cleaned, examined & recoated. Star^d side. No. 10 plate from aft on F stake renewed. Plate No. 10 from aft on. E & G stakes faired in place. One wing bracket faired in place.

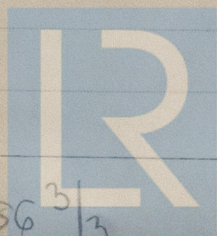
Also damage stated to have been sustained when undocking at Garvel Dock on 5th July 1926.

Found No. 5 plate from forward on. F stake star^d side indented and bulkhead wing plate slightly buckled, riveting examined and a few slightly leaky rivets found.

No. 12 plate from forward on F stake starboard slightly set in, seam rivets slightly leaking in one frame space.

As the vessel was ready to proceed to Hampton Roads, the owners did not desire permanent repairs effected at this time. Cement boxes have therefore been fitted over the leaky rivets in both plates and it is recommended that permanent repairs may be carried out at the owners convenience.

A. W. M. Kab.
Kenneth Inglis



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Lloyd's Register
Foundation

WS9-01863/3