

## STEEL STEAMER or MOTORSHIP.

W71-0042(1/2)

Received at London Office 27/6/40

State if Report has been sent on the Freeboard of the Vessel No.

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

Date of completion of report

24 JUN 1940

Port of NEWCASTLE-on-TYNE

No. 98606

Survey held at Newcastle on Tyne

Date First Survey

23 Feb 1939

Last Survey

13 June

1940

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

Twin Screw Motorship "PORT NAPIER"

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

Complete Superstructure

State Type of Erections

Poop Bridge &amp; Forecastle

TONNAGE under Tonnage Deck...

7711.99

CLASS 100 A1

State if with freeboard as condition of Class

FEET.

Do. of space or spaces Tonnage Dk. or Dk.

860.27

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

L 498' 3"

Launched 23 April 1940 Yard No. 1569

Builders Swan Hunter &amp; Wigham Richardson Ltd.

Owners Port Line Ltd.

Managers

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

Residence

Port of Registry London.

Surveyed while building, afloat, or in dry dock

REGISTERED DIMENSIONS.

FEET.

503.35

68.20

29.80

Breadth (greatest moulded) B 68.0

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 41.6

1st Longitudinal Number (L x D) = 20,637

2nd Numeral L x (B + D) = 54,518

Framing Depth "d" at middle of length. See Sec. 3 (1d) 17.33

Proportions—Depth to Length—Uppermost continuous deck to top of keel 12.006

Do. Long Bridge to top of keel 10.015

Draught Moulded

## 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.
Spacing amidships	33		Bracket Floors, Frame	8 3/4 .35	
from 3/4 length amidships to Collision bulkhead	27		Reversed Frame	8 3/4 .35	
in peaks	24 fore peak 22 - 2 1/2 after "		Vertical Struts	9 3/4 .375	
ING. Angle, [ or ]	9 x 3 1/2 x 3 1/2 50/54		Centre Girder, depth and thickness amidships	60 .55	
idships, Angle, [ or ]	4 3 1/2 .56		top Angles	3 1/2 3 1/2 .53	double
Extends up to	Upper bridge dls alt.		bottom Angles	5 5 .59	
Frame Amidships, Angle	3 1/2 fl. to frame		Side Girders, No. each side and thickness	Two .40	
Extends up to	3rd dk.		Margin Plate depth (excl. of flange) and thickness	48 .58	
Framing Girder	9		Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	6 6 .50	T bar
Uppermost Continuous 'tween Decks, Angle, [ or ]	9 x 3 1/2 x 3 1/2 50/54		Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	6 1/2 6 1/2 .55	T
Second 'tween Decks, Angle, [ or ]	ditto		Gussets, spacing and scantling abaft 1/2 len. from stem	Continuous .44	
Third	150-156		Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	- ditto	
1 len. for'd. to 15% len. from Stem	3 1/2 x 3 1/2 .46		Tank Side Brackets, height above base line at toe of Frame and thickness	75 1/4 .48	
157-179	9 x 3 1/2 x 3 1/2 54				
AKS, Angle, [ or ]	9 x 3 1/2 x 3 1/2 375				
nd Spacing of Rivets through Frame and Shell Plating amidships	8 3 1/2 x 4 2 1/2 4 1/2 x 3 1/2 x 40 REV.				
ae Joggled	Yes				
tlings and arrangements in the rea in accordance with the Rules proved?	Yes 9 x 3 1/2 x 54 B.A. with 6 x 6 x 54 REV. forming 11 girder				
tlings and arrangements in way om Forward in accordance with d/or as approved?	Yes, additional intercostals & bottom frames doubled.				
OM.					
and thickness at mid-line in lds					
ot of Brackets at side above e line at toe of frame					
Keelson, on Floors, Angles, [ or ]					
Through Plate or Intercostal Plate					
Foundation Plate on Floors					
Flat Plate Keel Angles					
Side Keelsons, No. each side					
thickness of Intercostal Plate					
Angles					
DOUBLE BOTTOM.					
Solid Floors, thickness and spacing	44 every 3rd frame.				
Are Frame and Reversed Frame joggled?	Frame joggled Rev. not joggled				
Bracket Floors, breadth and thickness at middle line	53 1/4 .44				
breadth and thickness at margin plate	31 .44				
	at top.				

## 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.
<i>Tabular</i>									
<b>PILLARS</b> , No. of Rows.....	<i>Two widely spaced.</i>			✓	Stringer Plate, breadth and thickness in way of Bridge .....	70	40	✓	
„ <i>upper</i> in between Decks, Size and Spacing.....	<i>also</i> 8x40 to 12x50			✓	Thickness of Plating abreast Deck openings in way of Wells .....		44	✓	
„ „ „ „ „				✓	Thickness of Plating abreast Deck openings in way of Bridge .....		36	✓	
<i>In 2nd tween decks</i>	12x48 to 16x56			✓	Thickness of Plating within line of openings...		36	✓	
„ in Holds „ „	13x52 to 24x85			✓	If Sheathed, material and thickness .....			✓	
„ „ „ „ „					<b>Third Deck.</b>				
<b>Centre Line Bulkhead.</b>					Stringer Plate, breadth and thickness.....	70	34	✓	
Stiffeners and Spacing.....				✓	If Plated, state thickness.....		30	✓	
Plating, thickness of .....					<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	70	88		✓	<b>Poop Deck.</b>				
„ „ „ „ in way of Bridge	70	48		✓	Stringer Plate, breadth and thickness .....	40½	40	✓	
„ Angle in Wells .....	7	7	81	✓	Plating, Sheathing, material and thickness ...	34	2½	lead	✓
Thickness of Plating abreast Deck openings in way of Wells .....		66		✓	<b>Bridge Deck.</b>				
Thickness of Plating abreast Deck openings in way of Bridge .....		44		✓	Stringer Plate, breadth and thickness.....	70	56	✓	
Thickness of Plating within line of openings...	46	36		✓	Plating, Sheathing, material and thickness ...	38	2½	lead	✓
If Sheathed, material and thickness .....	5 x 2½			lead where exposed on forward well ✓	<b>Forecastle Deck.</b>				
<b>Second Deck.</b>					Stringer Plate, breadth and thickness.....	37	40	✓	
Stringer Plate, breadth and thickness in Wells...	70	48		✓	Plating, Sheathing, material and thickness ...	31	2½	lead	✓

SHELL PLATING. *Top coverings of F, G & H strakes from riveted from aft peak to fore peak & heads*

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			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 .....	.53	.96	.81	.81		Double	1	3 $\frac{2}{3}$	Double straps	1	3 $\frac{1}{2}$	Strapped	
DBLG. (if any) UNDER ENGINES		1.08 in way of duct keel.				In way of duct keel	1 $\frac{1}{8}$	4 $\frac{1}{8}$	"	1 $\frac{1}{8}$	4	"	
BOTTOM PLATING, No. of of Strakes .....	ABCD	.80	.55	.55	UNDER ENGINES	Double	1	3 $\frac{2}{3}$	4	1	4	"	
BILGE PLATING, No. of Strakes .....	E	.71	.55	.55	10% .78 from 1/2 to coll. bld. A B & C strakes	Double	7/8	3 $\frac{3}{10}$	4-3	7/8	3 $\frac{1}{2}$	Lapped	
SIDE PLATING, No. of Strakes .....	F G H J	.68	.51	.51		Double	"	"	"	"	"	"	
UPPER DECK, Sheer- strake in Wells.....	L 80	.81	.51	.51		Double	1	3 $\frac{2}{3}$	5 at bridge ends	1	4	"	
UPPER DECK, Sheer- strake in Bridge ...	L	.68				"	7/8	3 $\frac{3}{10}$	4	7/8	3 $\frac{1}{2}$	"	
STRAKE BELOW Sheer- strake in Wells.....	K 80	.73	.51	.51		"	1	3 $\frac{2}{3}$	4-3	1	4	"	
STRAKE BELOW Sheer- strake in Bridge ...	K	.68				"	7/8	3 $\frac{3}{10}$	4	7/8	3 $\frac{1}{2}$	"	
POOP SIDE PLATING .....			.42			One strake	7/8	3 $\frac{3}{10}$	2	3/4	2 $\frac{5}{8}$	"	
BRIDGE SIDE PLATING ...		.65				One strake	7/8	3 $\frac{3}{10}$	4	7/8	3 $\frac{1}{2}$	"	
FOREC'TLE SIDE PLATING			.46			Single	3/4	3	Single	3/4	2 $\frac{5}{8}$	"	

WATERTIGHT BULKHEADS.

## FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		3	
Extending to Upper Deck (Sec. 3 c)	1		
„ Deck <sup>3rd deck</sup> next below	12		
As per Rule	8		

  

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
96 FR. /					
MIDSHIP BULKH'D, Upper tween decks					
„ „ Second „	26-28	3 x 2 x .30	✓	30	✓
„ „ Third „	✓	7 3/4 x 6 x .40 w x 3 3/4 x .43	✓	30	✓
„ „ Holds	41-31	7 x 3 3/4 x .43	✓	30	✓
COLLISION „ (in Hold)	56-35	11 x 4 x .46	✓	27 to	✓
AFTER PEAK „ „	53-33	4 x 2 1/2 x .30	✓	24	✓

  

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
SHAFT BRACKETS	Cast	15 x 15	Stromberg	Permitted.
KEEL, Bar	Cast	15 x 15	Stromberg	Permitted.
STEM	Cast	15 x 15	Stromberg	Permitted.
STERN FRAME	Cast	15 x 15	Stromberg	Permitted.
Speed of Vessel		16 knots	✓	
RUDDER—Type		Semi-balanced	✓	
„ A x D		806	✓	
„ Diam. of head		14 1/8	✓	Stromberg Permitted.
„ Mainpiece at top pintle		11 3/4 x 15 1/2	✓	
„ „ heel		7 1/2 x 10	✓	
„ how constructed		Cast & built	✓	Stromberg Permitted.
„ double or single plate		Double 1/2 plates	✓	space between fitted with
„ coupling, vertical or		horizontal	✓	slitswood & titanium

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Open Hearth process.*  
*Consett Iron Co. South Durham Ld. Co. Appley, Tordingham. Colvilles Ltd. Skinningrove Iron Co.*  
*Steel Company of Scotland. Bargo Fleet Iron Co.*

Has the ~~steel~~ been tested as required by the Rules?

Lloyd's Register  
Foundation



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.)

Additional W. T. bulkheads fitted at frames 35. 59. 108. 136 & 163 to 3rd deck level and additional hold suction fitted suitable for new subdivision after peak; a new 1½ armoured bulkhead fitted at frame 6 between the 2nd & 3rd decks. The bulkhead at frame 4 between 2nd & upper decks covered with 1½ armour. The upper deck from the stern to 132 frame covered with 2" armour. The sheerstrake and three strakes of shell plating below the sheerstrake covered with 1½ armour. Chain loading hatchways fitted in the upper and bridge decks abreast Nos 3 & 4 hatchways. No 1 lower hold fitted as an ammunition room and loading hatchways fitted in the upper, 2nd & 3rd decks. The motor room casing covered with armour in way of the upper & lower tween deck spaces. Oil fuel having a flash point above 150°F is carried in Nos. 3, 3a, engine room forward tank, 4, 4a & 5 D. B. tanks also at sides of tunnel in Nos 4 & 5 holds. The vessel has been built in accordance with the approved plans and the Secretary's Letters. The workmanship and materials are good. A duct keel is fitted forward of the engine room between frames 93 & 152. The vessel is similar to T.S.M.V. "Port Jackson" by the same Builders No 1515. All D.B. tanks fore and after peak tanks & oil fuel settling tanks tested to rule requirements. The W. T. doors and shaft tunnels have tested.

To complete the survey the parts altered by the Admiralty to be restored to the original requirements. The weather decks to be have tested. The requirements for assignment of freeboard.

PARTICULARS OF ELECTRIC WELDING (if employed) Double bottom tank top plating. Tank margin plates. Bulkheads. Poop bridge & forecastle deck plating. Oil fuel bunkers.

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

Duct keel forward of machinery space. Cruiser stern.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	58.2.27	J.F.R.	3061	19/11/37
	2nd "	58.2.27	"	3036	12/11/37
	3rd "	59.1.26	"	3035	12/11/37

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 27.29 ft., R.Q.D. — ft., Bridge 233.75<sup>SR</sup> ft., Forecastle 92.46 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. 167,578 Signal Letters Extreme Breadth over Belting 68'7" Over-all Length 523'11" (Circ. 1611) (Circ. 1703)

No. and Material of Decks 2 Dks & Shelter at steel

Parts of Bottom of Vessel coated with cement or approved composition Nos 1, 2 & 2A. F.W. tanks only

Particulars of composition (if fitted) and of approval Bilges fore & aft coated with Bitumastic

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	145'9"	836	Fore peak tank,	26'3"	41
Double bottom, under Engines and Boilers,	—	—	After peak tank,	18'0"	120
Double bottom, if under Engines only,	73-95	390	Deep tank, aft,	—	—
Double bottom, if under Boilers only,	—	—	Deep tank, forward,	—	—
Double bottom, forward,	95-179	972	Other tanks, if fitted, tunnel sides 31-47	44'0"	178
Total length (if continuous) and Capacity	421'3"	2198	(If necessary, furnish further information by sketch.)	—	—

Order for Special Survey No. 5581

Date 20.4.39

Dates of Surveys held while building

1939  
Feb. 23. 27. Mar. 1. 8. 14. 22. 28. 31. Apr. 4. 6. 12. 18. 24. 28. May 2. 8. 16. 18. 22. 31. June 8. 27. July 4. 10. 13. 14. 26. Aug. 2. 8. 10. 15. 16. 21. 25. 29. Sep. 1. 4. 8. 12. 18. 20. 22. 25. 28. Oct. 2. 3. 5. 9. 10. 11. 13. 16. 17. 19. 23. 24. 25. 26. 30. 31. Nov. 1. 2. 3. 7. 9. 10. 13. 16. 17. 22. 27. 28. 29. Dec. 1. 6. 7. 11. 13. 14. 15. 18. 19. 22. 28. 29. Jan. 5. 10. 15. 17. 22. 23. 24. 25. 29. 31. Feb. 2. 8. 9. 13. Mar. 6. 15. 21. Apr. 2. 11. 16. 23. 26. May 16. 22. 27. 28. 29. 31. June 3. 7. 10. 13.

Total No. of Visits 119