

## STEEL STEAMER OR MOTORSHIP.

Received at London Office 29 OCT 1928

State if Report has been sent on the Freeboard of the Vessel Yes.State if Report is sent on the Machinery of the Vessel Middlebro Report.Date of completion of report 27 October 1928Port of Newcastle-on-TyneNo. 83429Survey held at Blyth.Date First Survey 5 Jan 1925Last Survey 15 October 1928.On the not "Isleworth"State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)Full Scantlings.State Type of Erections Roof Bridge & Forecastle.TONNAGE under Tonnage Deck... 4615.41CLASS 100.A.1.State if with freeboard as condition of Class NoBuilt at Blyth.

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) L 400.0Launched 30 August 1928 Yard No. 235Total 4615.41Breadth (greatest moulded) B 53.802Builders Couper Dry Docks & Shipbuilding Co. Ltd.Gross Tonnage 4919.44Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 29.0Owners Dalglish Steam Shipping Co. Ltd.Register Tonnage 3054.361st Longitudinal Number (L x D) = 11,600Managers R. S. Dalglish Ltd.  
(Where necessary to be entered in Reg. Book.)2nd Numeral L x (B + D) = 33,121Residence Newcastle-on-Tyne.

## REGISTERED DIMENSIONS.

FEET.

Length 400.2Framing Depth "d," at middle of length. See Sec. 3 (1d) 17.5Breadth 54.2Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.793Port of Registry Newcastle.Draught Moulded 26.5Do. Long Bridge to top of keel 10.81

Surveyed while building, afloat, or in dry dock

Built under Special Survey.

## 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  | 27½   | —  | Bracket Floors, Frame  | 9 3½ 44  | —  |
| " " from ½ length to Collision bulkhead                                  | 27  | —  | " " Reversed Frame   | 8½ 3 44  | —  |
| " " in peaks   | 24  | —  | " " Vertical Struts  | 8½ 3 44  | —  |
| DE FRAMING.  |   |  | Centre Girder, depth and thickness amidships   | 42 52  | —  |
| Frame Amidships, Angle, E or F   | 10 3½ 63  | —  | " " top Angles   | 5 5 50   | —  |
| " " Remains  | 10 3½ 48  | —  | " " bottom Angles  | 3½ 3½ 48   | —  |
| " " Extends up to  | 10½ 3½ 53   | —  | Side Girders, No. each side and thickness  | One 38   | —  |
| Reversed Frame Amidships, Angle  | Reverse frames 32x32x40 in Boiler Room  | —  | Margin Plate depth (excl. of flange) and thickness   | 39½ 50 32x50                                       | —  |
| " " Extends up to  | Permanent Bunkers   | —  | " " Vertical Angle to Tank side  | 3½ 3½ 42   | —  |
| Depth of Framing Girder  | 10x10½  | —  | " " Bracket abaft ½ len. from stem   | 3½ 3½ 42   | —  |
| Frames in Uppermost Continuous 'tween Decks, Angle, E or F               | 7 3 38  | —  | " " Vertical Angle to Tank side  | 3½ 3½ 42   | —  |
| " " Second 'tween Decks, Angle, E or F                                   | 7 3 38  | —  | " " Bracket forward ½ len. from stem   | 3½ 3½ 42   | —  |
| " " Third " " " "  | 7 3 38  | —  | " " Gussets, spacing and scantling abaft ½ len. from stem  | 3½ 3½ 40   | —  |
| Framing in Peaks, Angle or F   | 7½ 3 38   | —  | " " Gussets, spacing and scantling forward ½ len. from stem  | 3½ 3½ 40   | —  |
| Diameter and Spacing of Rivets through Frame and Shell Plating amidships | 7/8 7 dias  | —  | Tank Side Brackets, height above base line at toe of Frame and thickness   | 6'3 x 43   | —  |
| State if Frame Joggled   | Yes   | —  | INNER BOTTOM PLATING.  |  |  |
| PANTING ARRANGEMENTS (Sec. 7), state system and particulars              | Frames 10x35x53 B.A. 4x7x53x50 = 10 B.A. 4x35x50 3. Side Stringers 4x7 face angle 6x35x41. Floors to every frame. Frames 6x54x42 extra intercostals. 3. Strakes of Shell P.S. increased in thickness. | —  | Breadth and thickness of Middle Line Strake  | 77 50 50x50  | —  |
| STRENGTHENING OF BOTTOM FORWARD.   |   |  | Thickness of remainder in Holds  | 42 36  | —  |
| WARD. State Particulars  |   |  | 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? | As per Secretary's Letter dated 18th October 1927. | —  |
| SINGLE BOTTOM.   |   |  | BEAMS.   |  |  |
| Floors, Depth and thickness at mid line in Holds                         |   |  | Uppermost Continuous Deck, amidships in Wells, Angle, E or F   | 10 3½ 50 9x3½x50                                   | —  |
| Height of Brackets at side above base line at toe of frame               |   |  | " " in way of Bridge, Angle, E or F  | 7 3½ 30  | —  |
| Middle Line Keelson, on Floors, Angles, E or F                           |   |  | " " at Hatches   | 10½ 3½ 51  | —  |
| " " Through Plate or Intercostal Plate                                   |   |  | Spacing  | 7 3 37   | —  |
| " " Foundation Plate on Floors   |   |  | Second Deck, amidships, Angle, E or F  | 10½ 3½ 54 10½x3½x54                                | —  |
| " " Flat Plate Keel Angles   |   |  | Spacing  | 11 3½ 48   | —  |
| Side Keelsons, No. each side   |   |  | Third Deck, amidships, Angle, E or F   |  | —  |
| " " thickness of Intercostal Plate                                       |   |  | Spacing  |  | —  |
| " " Angles   |   |  | Fourth Deck, amidships, Angle, E or F  |  | —  |
| DOUBLE BOTTOM.   |   |  | Spacing  |  | —  |
| Solid Floors, thickness and spacing                                      | 38 Every 3rd frame  | —  | Poop Deck, Angle, E or F   | 7 3 41   | —  |
| " " Are Frame and Reversed Frame joggled?                                | Yes   | —  | Spacing  | Every frame  | —  |
| Bracket Floors, breadth and thickness at middle line                     | 36 38   | —  | Bridge Deck, Angle, E or F   | 9 3½ 42  | —  |
| " " breadth and thickness at margin plate                                | 3½ 38   | —  | Spacing  | 6½ 3½ 39   | —  |



## PILLARS AND DECKS.

|  | INCHES IN SHIP.                   |   |                | Any Departure from<br>Approved Plans to<br>be Noted. |  | INCHES IN SHIP.            |                                     |        | Any Departure from<br>Approved Plans to<br>be Noted. |
|--|-----------------------------------|---|----------------|--|--|----------------------------|-------------------------------------|--------|--|
| <b>PILLARS, No. of Rows...</b> <i>(also at Hatch Sides)</i>          | One                               |   |                | —  | Stringer Plate, breadth and thickness in way<br>of Bridge .....      | 47x.36                     |                                     | 47x.36 |  |
| „ <i>Bridge</i><br>in tween Decks, Size and Spacing.....             | $\frac{3}{4}$ "                   | S = 5'5"  | Centre Line.   |  | Thickness of Plating abreast Deck openings<br>in way of Wells .....  | .36                        |                                     | —      |  |
| „ <i>at Hatch Sides.</i>   | $2\frac{7}{8}$ — $3\frac{5}{8}$ " | wide spaced   | B.H.P.         |  | Thickness of Plating abreast Deck openings<br>in way of Bridge ..... | .32                        |                                     | —      |  |
| „ <i>Upper Tween Decks.</i> „  | $4\frac{1}{8}$ — $3\frac{5}{8}$ " | wide spaced   | <i>up plan</i> |  | Thickness of Plating within line of openings. Wells.                 | .30                        |                                     | —      |  |
| „ <i>Hatch Sides only.</i>   | $6\frac{5}{8}$ — $5\frac{5}{8}$ " | wide spaced   |                |  | „ „ „ „ „ „ at Bridge.   | .32                        |                                     | —      |  |
| „ in Holds <i>Hatch, Sides only.</i>                                 |                                   |   |                |  | If Sheathed, material and thickness .....                            | None.                      |                                     | —      |  |
| „ „ „ „ „  |                                   |   |                |  |  |                            |                                     |        |  |
| <b>Centre Line Bulkhead.</b> <i>Clear of Hatches.</i>                |                                   |   |                |  | <b>Third Deck.</b>   |                            |                                     |        |  |
| Stiffeners and Spacing.....  | <i>Holds. B. a.</i>               | $5\frac{1}{2} \times 3 \times 40$ — $10\frac{1}{2} \times 3\frac{1}{2} \times 52$ . | S = 5'5"       |  | Stringer Plate, breadth and thickness.....                           |                            |                                     |        |  |
|  | <i>Upper Tween Decks, o. a.</i>   | $5 \times 3 \times 30$ — $7\frac{1}{2} \times 3 \times 30$ .                        | S = 5'5"       |  | If Plated, state thickness.....                                      |                            |                                     |        |  |
| Plating, thickness of .....  | <i>Holds.</i>                     | .30   | —              |  | <b>Fourth Deck.</b>  |                            |                                     |        |  |
|  | <i>Upper Tween Decks.</i>         | .26   | —              |  | Stringer Plate, breadth and thickness.....                           |                            |                                     |        |  |
| <b>STRINGERS AND DECKS.</b>  |                                   |   |                |  | If Plated, state thickness .....                                     |                            |                                     |        |  |
| <b>Uppermost Continuous Deck.</b>                                    |                                   |   |                |  | <b>Poop Deck.</b>  |                            |                                     |        |  |
| Stringer Plate, breadth and thickness in Wells                       | F. E.                             | $51 \times 1.30$ —  | .42            | —  | Stringer Plate, breadth and thickness .....                          | .35                        | .34                                 | —      |  |
|  | A. E.                             | $51 \times 1.22$ —  | .42            | —  | Plating, Sheathing, material and thickness                           | Exposed .30                |                                     |        |  |
| „ „ „ „ in way of Bridge   | 47                                | .39   | —              |  |  | Where sheathed             | $5 \times 2\frac{1}{2}$ P. P. = .26 |        |  |
| „ Angle in Wells .....   | 6                                 | 6   | .70            | —  | <b>Bridge Deck.</b>  |                            |                                     |        |  |
| Thickness of Plating abreast Deck openings<br>in way of Wells .....  | F. E.                             | .70—  | .43            | —  | Stringer Plate, breadth and thickness.....                           | .56                        | .54                                 | —      |  |
|  | A. E.                             | .64—  | .34            | —  | Plating, Sheathing, material and thickness ...                       | .45—                       | .36                                 |        |  |
| Thickness of Plating abreast Deck openings<br>in way of Bridge ..... |                                   | .39—  | .35            | —  |  | Sheathed at accommodation. |                                     |        |  |
| Thickness of Plating within line of openings (Wells)                 | F. E.                             | .40—  | .34            | —  | <b>Forecastle Deck.</b>  |                            |                                     |        |  |
| „ „ „ „ „ „ „ at Bridge  | A. E.                             | .38—  | .34            | —  | Stringer Plate, breadth and thickness .....                          | .34                        | .34                                 |        |  |
| If Sheathed, material and thickness .....                            |                                   | None.   |                |  | Plating, Sheathing, material and thickness ...                       | .34                        | No Sheathing.                       |        |  |
| <b>Second Deck.</b>  |                                   |   |                |  |  |                            |                                     |        |  |
| Stringer Plate, breadth and thickness in Wells...                    | 47                                | x.36  |                |  |  |                            |                                     |        |  |

## SHELL PLATING.

| SCANTLINGS.                                 |                        |              |                          |                          |  | RIVETING.   |          |                       |   |              |                       |                        |         |
|---|------------------------|--------------|--------------------------|--------------------------|--|---|----------|-----------------------|---|--------------|-----------------------|------------------------|---------|
| STRAKES.                                    | AS IN VESSEL.          |              |                          |                          | ANY DEPARTURE FROM<br>APPROVED PLANS<br>TO BE NOTED. | EDGES.<br>State if jogged? No.  |          |                       | BUTTS.  |              |                       |                        |         |
|   | AMIDSHIPS.             |              | FORWARD.                 | AFT.                     |  | SINGLE OR<br>DOUBLE.  | RIVETS.  |                       | No. OF ROWS<br>OF RIVETS.                     | RIVETS.      |                       | STRAPPED OR<br>LAPPED. |         |
|   | Breadth.               | Thickness.   | Thickness.               | Thickness.               |  |   | Diam.    | Spacing<br>cr. to cr. |   | Diam.        | Spacing<br>cr. to cr. |                        |         |
|   |                        |              |                          |                          |  |   |          |                       |   |              |                       |                        | Inches. |
| FLAT PLATE KEEL .....                       | 49                     | .76          | .67                      | .67                      | ✓ — ✓  | Double.   | 1        | 4                     | Quad. 1/2 L.                                  | 1            | 4                     | 14" Laps               |         |
| „ DBLG. (if any)                            |                        |              |                          |                          |  |   |          |                       |   |              |                       |                        |         |
| BOTTOM PLATING, No. of Strakes <i>Four.</i> | 74                     | .59          | .50<br>.46<br>.53<br>.50 | .59<br>.68<br>.68<br>.59 | ✓ — ✓  | Double  | 7/8      | 3 9/16                | Treble 7 L                                    | 7/8          | 3 5/8                 | 9" " "                 |         |
| BILGE PLATING, No. of Strakes <i>One.</i>   | 74                     | .59          | .46                      | .59                      | ✓ — ✓  | "   | "        | "                     | " " "   | "            | "                     | " " "                  |         |
| SIDE PLATING, No. of Strakes <i>Three.</i>  | 73                     | .59          | .44                      | .59<br>.59<br>.44        | ✓ — ✓  | "   | "        | "                     | " " "   | "            | "                     | " " "                  |         |
| UPPER DECK, Sheer-strake in Wells.....      | 7. 50 1/2<br>A. 50 1/2 | 1.20<br>1.08 | .44                      | .44                      | ✓ — ✓  | <i>Top &amp; bottom @ 66</i><br><i>Bridge Ends = D.</i><br><i>Remainder "</i> | 1<br>7/8 | 4<br>3 9/16           | <i>Quad at Bridge</i><br><i>Ends for well</i> | 1 1/4<br>7/8 | 4 1/4<br>3 1/2        | 14" 12" Laps           |         |
| UPPER DECK, Sheer-strake in Bridge ...      | 50 1/2                 | .59          | —                        | —                        | ✓ — ✓  | Double  | 7/8      | 3 9/16                | Treble 7 L                                    | 7/8          | 3 5/8                 | 9" Laps.               |         |
| STRAKE BELOW Sheer-strake in Wells.....     | 7. 50 1/2<br>A. 50 1/2 | .70<br>.68   | .44                      | .44                      | ✓ — ✓  | "   | "        | "                     | <i>Quad at Bridge</i><br><i>Ends.</i>         | 7/8          | 3 1/2                 | 12" "                  |         |
| STRAKE BELOW Sheer-strake in Bridge ...     | 50 1/2                 | .59          | —                        | —                        | ✓ — ✓  | "   | "        | "                     | Treble 7 L.                                   | "            | 3 5/8                 | 9" "                   |         |
| POOP SIDE PLATING .....                     |                        |              |                          | .38                      | ✓ — ✓  | Single  | 3/4      | 3                     | Single  | 3/4          | 2 5/8                 | 3" "                   |         |
| BRIDGE SIDE PLATING ...                     |                        | .61          | .61                      | .61                      | ✓ — ✓  | Double  | 7/8      | 3 9/16                | Treble 7 L                                    | 7/8          | 3 5/8                 | 9" "                   |         |
| FOREC'TLE SIDE PLATING                      |                        |              | .40                      |                          | ✓ — ✓  | Single  | 3/4      | 3                     | Single  | 3/4          | 2 5/8                 | 3" "                   |         |

## WATERTIGHT BULKHEADS.

|  |                    |                 |             |
|--|--------------------|-----------------|-------------|
| <b>Total No. of W.T. BULKHEADS in Vessel—</b>              |                    |                 |             |
| Extending to Upper Deck (Sec. 3 c)                         | Six                |                 |             |
| Deck next below  | None               |                 |             |
| As per Rule  | Six                |                 |             |
| Remaining Bulkheads in accordance with the approved plans. | Plating Thickness. | STIFFENERS.     |             |
|  |                    | VERTICAL.       | HORIZONTAL. |
|  |                    | Scantlings.     | Spacing.    |
| MIDSHIP BULKHEAD, Upper tween decks                        | 26                 | 0.2             | —           |
| " " Second "   | 26                 | 4 1/2 x 3 x 34  | 30          |
| " " Third "  | 26                 | 4 1/2 x 3 x 34  | 30          |
| " " Hold   | 28                 | 10 x 3 1/2 x 40 | 30          |
| COLLISION " (in Hold)                                      | 26                 | 10 x 3 1/2 x 42 | 30          |
| AFTER PEAK " Hold  | 26                 | 11 x 3 1/2 x 50 | 30          |

## FORGINGS and CASTINGS.

|                                    | Casting or Forging. | Scantlings.                | Maker's Name.            | Any departure from approved plans to be noted. |
|------------------------------------|---------------------|----------------------------|--------------------------|--|
| KEEL, Bar                          | Flat Plate Keel     |                            |                          | ✓  |
| STEM                               | Rolled              | 9 1/2 x 2 1/2              | J.S. Forster & Sons Ltd. | ✓  |
| STERN FRAME                        | Propeller Post      | Forged 10 1/2 x 11 x 7 1/2 | J.S. Forster & Sons Ltd. | ✓  |
|                                    | Rudder              | " " 9 x 7 1/8              | D?                       | ✓  |
| RUDDER—A x D                       |                     | 138.05 x 3.28              | 466.6.                   | ✓  |
| Speed of Vessel                    |                     | 10 Knots.                  |                          | 11 1/2 Knots.                                  |
| RUDDER mainpiece at head           | Forged              | 10 1/2                     | J.S. Forster & Sons Ltd. | ✓  |
| " " heel                           | "                   | 7 1/4                      | D?                       | ✓  |
| " how constructed                  | Forged & built      |                            |                          | ✓  |
| " double or single plate           |                     | 1.0                        |                          | ✓  |
| " coupling, vertical or horizontal |                     | 25 1/4 x 3 1/2             |                          | ✓  |

|        |  |                      |
|--------|--|----------------------|
| STEEL. | Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) | Open Hearth Process. |
|        | South Durham, Dorman Long, Bolckow Vaughan, Appleby Iron Co., Consett, Cargo Fleet, Colville, Fredinghams.           |                      |
|        | Has the Steel been tested as required by the Rules?  | Yes.                 |

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Lloyd's Register Foundation



Departure from  
Approved Plans to  
be Noted.

4.7x.36

2.26

ation.

PPED OR  
PPED.

Laps

" "

| EQUIPMENT No. 35453    |                    |                   |      |      |                 |      |      |                        |       | LETTER 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.     |                              |                        |                |   |
| 61156                  | 1st Bower ...      | 65                | 1    | 14   | Stockless       |      |      | 51                     | 2     | 2        | 0                            | Sykes.                 | R. Sykes & Son | I.P.H.T. 15-5-28                          |
| 61155                  | 2nd " ...          | 61                | 0    | 2    | D°              |      |      | 48                     | 17    | 2        | 0                            | D°                     | "              | " " " " " " " "                           |
| 43046                  | 3rd " ...          | 56                | 1    | 14   | D°              |      |      | 46                     | 4     | 2        | 21                           | Britannic.             | D°             | " " " " " " " "                           |
|                        | Collective weight. | 182               | 3    | 2    |                 |      |      |                        |       |          |                              |                        |                |   |
| 43592                  | Stream .....       | 17                | 2    | 21   | 4               | 2    | 2    | 18                     | 16    | 1        | 0                            | Common.                | D°             | " " " " " " " "                           |
| CHAIN CABLES           |                    |                   |      |      |                 |      |      |                        |       |          |                              |                        |                |   |

| 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.      | Statury.              | Break-ing. | Supplied.                |              | Per Rule. |              | Length.                       | Diam.  |                 |                              |  |              | Length.                   | Cir.     |                              | Length.                       | Cir. |
| 41077                           | Fathoms. 210              | Ins. 2 1/2 | Tons. 9 1/8           | Tons. 127  | Cwts. qrs. lbs. 528-1-21 | Cwts. 530-64 |           | Fathoms. 210 | Ins. 2 1/2                    | Stud Link.   | R. Sykes & Sons | I.P.H.C.H. 31-3-28 S.A. Paul | TOWLINE...                                 | Fathoms. 120 | Ins. 5                    | Tons. 73 | Fathoms. 120                 | Ins. 5                        |      |
| 31756                           | 60                        | 2 1/2      | 9 1/8                 | 127        | 158-1-0                  | 161-61       |           |              |                               | " " "  | " " "           | I.P.H.B.C. 30-3-28 a Jones.  | HAWSERS & WARPS                            | 290          | 2 1/2                     | 15 1/2   | 290                          | 2 1/2                         |      |
| Iron Stream Chain or Steel Wire | 270                       | 2 1/2      |                       |            | 681-2-21                 | 682-25       |           | 270          | 2 1/2                         |  |                 |                              |  |              |                           |          |                              |                               |      |
|                                 | 90                        | 4 3/4      |                       |            | Approved 3/10-28         |              |           | 90           | 4 3/4                         |  |                 |                              |  |              |                           |          |                              |                               |      |
|                                 |                           |            |                       |            |                          |              |           |              |                               | Makers of Steel Wires = British Ropes, L <sup>d</sup> Galeshead. |                 |                              |  |              |                           |          |                              |                               |      |

Makers of Steel Wires = British Rope, L<sup>td</sup> Gateshead.

Steering Gear, Steam Donkin & Co. L<sup>td</sup>

Steering Gear, Hand Screw Gear

Boats 2 Lifeboats = 27'0" (Cutter = 18'0" Dinghy = 16'0")  
Steering Chains, Size and Test 7/16" 24 1/4" Cert No 11776

Windlass Clarke Chapman & Co. L<sup>td</sup>

Ceiling in Holds, thickness and material 2 1/2" Pine. Under hatches, 1/2" birch.

Cargo Battens, thickness, material and spacing 1 1/2" Pine 6" x 2" Spaced 9".  
Holds & Upper Tween decks.

Cargo Hatchways. (Upper Deck) Usual construction: - plates & angles. Thickness of Hatches 3" Pine (exposed) 2 1/2" elsewhere

Size of No. 1 Hatchway (Forward) 24'9" x 24'0" No. 2 29'9 1/2" x 24'0" No. 3 13'9" x 24'0" No. 4 13'9" x 24'0" No. 5 25'2 1/2" x 24'0" No. 6 25'2 1/2" x 24'0"

Number of Shifting Beams and/or Fore and Afters No. 1 Hatch = 4 webs. No. 2 = 5 webs. No. 3 & 4 = 2 webs. No. 5 & 6 = 4 webs.  
No four fasteners.

For and on behalf of  
COMPANY DOCK & SHIPBUILDING CO., LTD.

Builder's Signature

W. J. Stewart  
General Manager.

GENERAL DECLARATION This vessel has been constructed in accordance with the approved plans, the Secretary's Letters & in other respects in conformity with the Society's Rules & Regulations. The materials & workmanship are good.

The double bottom tanks & the peak tanks have been tested as required by the Rules & found good. The weather decks, the N. J. Bulkheads & the Tunnel have been tested & found satisfactory.

The N. J. doors & the hand pumps to the chain locker were found to be working satisfactorily. The freeboard assigned in the Secretary's Letter dated 25<sup>th</sup> Septem<sup>r</sup> 1928, has been duly marked, verified & cut in on the vessel's side.

Newcastle Report No 83293.

This vessel was originally designed & approved as a motor vessel with a deep tank abaft the engine room, but, during construction, was altered to a steamer with reciprocating engines & the deep tank omitted. The scantlings in way of double bottom in the E & B spaces & framing in Bunkers & Boiler Room are as approved in the Secretary's Letter dated 18<sup>th</sup> October 1927.

The approved plans (77 in number) are enclosed. Midship Section & Profile (as built) also enclosed. There are no sister vessels.

|                               |                |                   |
|-------------------------------|----------------|-------------------|
| The amount of Entry Fee ..... | £ 8 : 0 : 0    | Fees applied for, |
| Special Survey Fee ....       | £ 320 : 19 : 0 | 12-10-1928        |
| Freeboard.                    | 9 3 4          | Received by me,   |
| Travelling Expenses, if any £ | :              | 18-10-1928        |

I am of opinion the Vessel should be Classed  $\nabla$  100. A.1.

State whether the Vessel has been built under Special Survey Yes

Signature Thomas S. Shute per pro J. F. Robson.  
Surveyor to Lloyd's Register of Shipping.  
John A. Williams.

Certificate to be sent to Newcastle-on-Tyne Date of issue 24/11/28

Committee's Minute FRI. 2 NOV 1928

Character assigned  $\nabla$  100A

Lloyd's ascp.

thurs 10.28

CL. J.D.

WJ



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Lloyd's Register  
Foundation

W79-0040 (1/2)



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 the Plans should be embodied.)

|   |           |                        |   |          |             |          |
|---|-----------|------------------------|---|----------|-------------|----------|
| Particulars of Drop Test of Cast Steel Anchors, viz.:—<br>Weight, Surveyor's Initials, Number of Certificate, Date of Test. | 1st Bower | <i>c-g-lbs.</i> 40-2-9 | <i>with pins.</i> <i>c-g-lbs.</i> 40-2-21 | No. 5261 | Karl Hauffs | 13-4-28. |
|   | 2nd "     | 36-2-20                | 36-3-4                                    | 5262     | " "         | 13-4-28. |
|   | 3rd "     | 34-2-8                 | 34-2-22                                   | 4645     | " "         | 27-5-27. |
|   |           |                        |   |          |             |          |

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 35.0 ft., R.O.D. ft., Bridge 261.7 ft., Forecastle 46.5 ft. (in feet and tenths). <sup>not</sup> 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.D. <sup>46</sup> (S.H.)

Official No. 149480. ; Signal Letters Is bottom of Vessel coated with cement if not particulars of composition Boiler Room Tanks only = full cement. Remainder = Cement Fillets

PARTICULARS OF WATER BALLAST.—

| Where Fitted.                             | *Length.<br>Feet.               | Water Capacity.<br>Tons. | Where Fitted.  | *Length.<br>Feet. | Water |
|---|---------------------------------|--------------------------|--|-------------------|-------|
| Double bottom, aft,                       | 132'-11                         | 440                      | Fore peak tank,  | —                 | 13    |
| Double bottom, under Engines and Boilers, | 45'-10                          | 197                      | After peak tank,                                       | —                 | 2     |
| Double bottom, if under Engines only,     |                                 |                          | Deep tank, aft,  |                   |       |
| Double bottom, if under Boilers only,     |                                 |                          | Deep tank, forward,                                    |                   |       |
| Double bottom, forward,                   | 161'-7½                         | 511                      | Other tanks, if fitted,                                |                   |       |
|   | Total capacity of double bottom | 1148                     | (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. 5113

Date 26.11.24.

Dates of Surveys held while building

1925. JAN. 5. 6. 8. 14. 16. 20. 29. FEB. 3. 6. 10. 11. 16. 19. 20. 24. 25. 27. MAR. 3. 4. 5. 9. 10. 12. 13. 17. 18. 19. 20. 23. 25. 1927. APR. 1. 3. 6. 8. 11. 15. 16. 20. 22. 27. 30. MAY. 6. 10. OCT. 4. 5. 10. 12. 14. 17. 19. 24. 25. 27. NOV. 3. 9. 14. 15. 16. 1928. 23. 24. 25. 29. DEC. 1. 2. 9. 13. 14. 19. 23. 29. JAN. 4. 6. 9. 16. 19. 23. 26. 30. FEB. 1. 2. 7. 21. 22. 23. 24. 25. MAR. 2. 6. 7. 13. 15. 17. 21. APR. 4. 9. MAY. 1. 21. JULY. 20. 23. 27. SEP. 24. OCT. 3. 4. 5. 9. 10. 12. 15. Total No. of Visits