

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

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLING State Type of Fractions R. ORK BARKER FIVE

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** 264.75 ✓

Gross Tonnage	1906.36	of beam at side of uppermost continuous deck. See Sec. 3 (c) .....	D 14.93 ✓	Owners	MORRIS & NE LIMITED
Register Tonnage	1288.40	1st Longitudinal Number (L x D)	5288.0 ✓	Messrs	

Register Fonnage 1500 17  
1st Longitudinal Number (L x D).....= 5288 0 ✓  
2nd Numeral L x (B + D).....= 1534.35 ✓  
Managers WALTER RUNCIMAN & CO LTD  
(Where necessary to be entered in Reg. Book.)

**REGISTERED DIMENSIONS.**  
FEET.

**Framing Depth "d,"** at middle of length. See *UDK 16.875*  
Sec. 3 (1d) *RAOK 20.625*

Residence *NEWCASTLE-ON-TYNE.*

Length 268.0 ✓ Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.55 0.02 ✓ 11.39 R. 0.02 ✓ Port of Registry NEWCASTLE

breadth 37.85 /  
 draught moulded 14.40 /  
 Do. Long Bridge to top of keel } 10.0 ✓  
 If surveyed while building, afloat, or in dry dock

ptn 11/60 Daught Moulded Building & afloat

## FRAMES, DOUBLE BOTTOM AND BEAMS

		INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	
AMES, Spacing amidships .....		24		✓	
" " from 1/2 length to Collision bulkhead.....		24	23 1/2	✓	
" " in peaks.....		23 1/2		✓	
DE FRAMING.		U.D. 8 1/2 3 46 ✓ U.D. ENGINE SPACE 8 1/2 x 3 x 50 ✓ R.O.D. 9 1/2 3 1/2 53 ✓ 9 1/2 x 3 x 53 ✓ UNDER R.O.D. DKs ✓ BRIDGE DECK ALT FRAMES ✓			
Frame Amidships, Angle, E or C .....					
" " Extends up to .....		BRIDGE DECK ALT FRAMES ✓			
Reversed Frame Amidships, Angle .....		3/4 FRAMING ✓			
" " Extends up to .....		✓			
Depth of Framing Girder.....		8 1/2 x 9 1/2 ✓			
Frames in Uppermost Continuous 'tween Decks, Angle, E or C AND ANGLE		BRIDGE FOUR MAIN FRAMES AT EACH END OF BRIDGE CARRIED ON TO BRIDGE DECK ALTERNATE MAIN FRAMES CARRIED TO BRIDGE DECK INTERMEDIATE FRAMES 3 x 3 x 36 O.A. CARRIED ON TO MAIN FRAMES ✓			
" " Second 'tween Decks, Angle, E or C					
" " Third " " " "					
Framing in Peaks, Angle or C .....		5 1/2 3 38 ✓			
Diameter and Spacing of Rivets through Shell Plating .....		3/4 - 5/4 x 4/8 ✓			
State if Frame Joggled .....		NO ✓			
LIFTING ARRANGEMENTS (Sec. 7), state system and particulars		DECK FRAMING + SIDE STRINGERS AS APPROVED ✓			
STRENGTHENING OF BOTTOM FORWARD. State Particulars .....		FRAME BOTTOMS 5 x 32 DOLE RIVETED MIDHIN THICKNESS OF 2 BRACKES CARRIED TO RULE POSITION OF COLLISION BULK INTERCOSTAL GIRDERS AS APPROVED ✓			
SINGLE BOTTOM.					
Floors, Depth and thickness at mid-line in Holds .....					
Height of Brackets at side above base line at toe of frame .....					
Middle Line Keelson, on Floors, Angles, E or C .....					
" " " 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 .....		34 24 ✓			
" " Are Frame and Reversed Frame joggled? .....		NO ✓			
Bracket Floors, breadth and thickness at middle line.....					
" " breadth and thickness at margin plate.....					
Bracket Floors, Frame .....					
" " Reversed Frame .....					
" " Vertical Struts .....					
Centre Girder, depth and thickness amidships		24 1/2 44 ✓			
" " top Angles .....		4 x 4 x 48 SINGLE DOUBLE ENGINE SPACE 3 x 3 x 40 DOLE FOR 3/5 LENGTH ✓			
" " bottom Angles .....		DOUBLE 3 1/2 3 1/2 44 ✓			
Side Girders, No. each side and thickness .....		ONE 32 ✓			
Margin Plate depth (excl. of flange) and thickness .....		26 40 ✓			
" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem .....		3 3 32 ✓			
" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem .....		3 3 32 ✓			
" " Gussets, spacing and scantling abaft 1/2 len. from stem.....		R.O.D. EVERY 3rd FRAME UPPER DECK EVERY 4th FRAME 3 x 3 x 36 ✓			
" " Gussets, spacing and scantling forward 1/2 len. from stem.....		EVERY 3rd FRAME, FRAME 91 TO 102 ALT FRAMES NO 103 TO COLLISION BULK 3 x 3 x 36 ✓			
Tank Side Brackets, height above base line at toe of Frame and thickness		48 38 ✓			
INNER BOTTOM PLATING.					
Breadth and thickness of Middle Line Strake ..		BOILER SPACE 50 ENGINE SPACE 39 44 HOLDS 50 ✓ HOLDS 38			
Thickness of remainder in Holds .....		50 36 ✓			
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 ✓			
BEAMS.					
Uppermost Continuous Deck, amidships in Wells, Angle, E or C		7 3 45 ✓			
" " in way of Bridge, Angle, E or C		7 3 45 ✓			
" " Spacing .....		24 ✓			
RAISED QUARTER Second Deck, amidships, Angle, E or C .....		7 3 40 ✓			
" " Spacing.....		24 ✓			
Third Deck, amidships, Angle, E or C .....					
" " Spacing.....					
Fourth Deck, amidships, Angle, E or C .....					
" " Spacing.....					
Poop Deck, Angle, E or C .....					
" " Spacing.....					
Bridge Deck, Angle, E or C .....		5 3 42 ✓			
" " Spacing.....		24 ✓			
Forecastle Deck, Angle, E or C .....		5 3 38 ✓ 6 1/2 x 3 x 38 24 ✓			
" " Spacing .....		24 ✓			



## 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.
<b>PILLARS,</b> No. of Rows..... <i>ONE, TWO UNDER WINDLASS</i>				
" <i>FULL</i> in between Decks, Size and Spacing.....	<i>2 1/2"</i>	<i>4'</i>		
" " " " " "				
" in Holds " "	<i>LARGE BRACKETS</i>			
" " " " " "	<i>IN LIEU</i>			
<b>Centre Line Bulkhead.</b>				
Stiffeners and Spacing.....				
Plating, thickness of .....				
<b>STRINGERS AND DECKS.</b>				
<b>Uppermost Continuous Deck.</b>				
Stringer Plate, breadth and thickness in Wells.....	<i>FOR 2"x80,"98 AT BRIDGE FRONT</i>			
" " " " in way of Bridge	<i>49"x50'x36</i>			
" Angle in Well# .....	<i>6 6 63</i>			
Thickness of Plating abreast Deck openings) in way of Well# .....	<i>STRINGER EXTENDS FULL WIDTH</i>			
Thickness of Plating abreast Deck openings) in way of Bridge .....	<i>.32</i>			
If Sheathed, material and thickness .....	<i>NO SHEATHING</i>			
<b>RACE QUARTER Second Deck.</b>				
Stringer Plate, breadth and thickness in Wells.....	<i>68 1/4 x 66</i>			
Stringer Plate, breadth and thickness in way of Bridge .....				
Thickness of Plating abreast Deck openings) in way of Walls .....				
Thickness of Plating abreast Deck openings) in way of Bridge .....				
If Sheathed, material and thickness .....				
<b>Third Deck.</b>				
Stringer Plate, breadth and thickness.....				
If Plated, state thickness.....				
<b>Fourth Deck.</b>				
Stringer Plate, breadth and thickness.....				
If Plated, state thickness .....				
<b>Poop Deck.</b>				
Stringer Plate, breadth and thickness .....				
Plating, Sheathing, material and thickness ...				
<b>Bridge Deck.</b>				
Stringer Plate, breadth and thickness.....	<i>44 1/2 x 42'x60</i>			
Plating, Sheathing, material and thickness ...	<i>32"x30. 2 1/2" PP IN WAY OF ACCOMMODATION.</i>			
<b>Forecastle Deck.</b>				
Stringer Plate, breadth and thickness.....	<i>30"x32</i>		<i>26"x32</i>	
Plating, Sheathing, material and thickness ...	<i>30"x26. 5"x1 1/2" PP</i>		<i>32" UNDER WINDLASS.</i>	

## SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled?			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 .....	43 $\frac{1}{2}$	56	52	52	✓	DOUBLE	$\frac{7}{8}$	3 $\frac{3}{8}$	3R FULL L	$\frac{7}{8}$	3 $\frac{3}{8}$	LAPPED	
„ DBLG. (if any)													
BOTTOM PLATING, No. of Strakes ... Two ...	72+70	48	42	42	✓	DOUBLE	$\frac{3}{4}$	3	3R FULL L	$\frac{3}{4}$	2 $\frac{5}{8}$	LAPPED	
BILGE PLATING, No. of Strakes ... Two ...	64+54	48	39	42	✓	„	$\frac{3}{4}$	3	3R TO 2R	$\frac{3}{4}$	„	„	
SIDE PLATING, No. of Strakes ... Two ...	54+55	48	39	39+42	✓	„	$\frac{3}{4}$	3 $\frac{3}{8}$	„	$\frac{3}{4}$	„	„	
UPPER DECK, Sheer- strake in Well .....	47	94 BREAK	39	✓	✓	„	$\frac{7}{8}$	3 $\frac{3}{8}$	4R TO 3R	$\frac{7}{8}$	3 $\frac{1}{2}$ +3 $\frac{3}{8}$	„	
UPPER DECK, Sheer- strake in Bridge ...	47	63+70			✓	„	$\frac{7}{8}$	„	4R	$\frac{7}{8}$	3 $\frac{1}{2}$	„	
STRAKE BELOW Sheer- strake in Well .....	47	55	39	✓	✓	„	$\frac{7}{8}$	„	3R TO 2R	$\frac{7}{8}$	3 $\frac{3}{8}$	„	
STRAKE BELOW Sheer- strake in Bridge ...	47	48	✓	✓	✓	„	$\frac{3}{4}$	3	3R	$\frac{3}{4}$	2 $\frac{5}{8}$	„	
ROB'D SHEER STRAKE	62	54 80 BREAK	✓	39	✓	„	$\frac{7}{8}$	3 $\frac{3}{8}$	3R TO 2R	$\frac{7}{8}$	3 $\frac{3}{8}$	„	
POOP SIDE PLATING ...	72	50	✓	39	✓	„	$\frac{7}{8}$	3 $\frac{3}{8}$	„	$\frac{3}{4}$	2 $\frac{5}{8}$	✓	
STRAKE BELOW													
BRIDGE SIDE PLATING ...	ONE STRAKE	45	✓	✓	✓				3R	$\frac{3}{4}$	2 $\frac{5}{8}$	„	
FOREC'TLE SIDE PLATING			34		✓	SINGLE	$\frac{3}{4}$	3	SINGLE	$\frac{3}{4}$	2 $\frac{5}{8}$	✓	

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—4

Extending to Upper Deck (Sec. 3 c) 2 To U.D. & 2 To R.D.D.

.. Deck next below ✓

As per Rule. 4

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar</b> .....		FLAT PLATE KEEL		
<b>STEM</b> .....		ROLLED STEEL BAR	7 3/4" x 2"	T.S. FOSTER
<b>STERN FRAME</b> { Propeller Post .....	FORGING	7 3/4" x 5 1/2"	} J. SONS L <sup>TD</sup>	
{ Rudder " .....	"	7" x 5 1/2"		
<b>RUDDER—A x D</b> .....		82.35 x 2.73 = 224.81		
<b>Speed of Vessel</b> .....		NOT EXCEEDING 10 KNOTS.		
<b>RUDDER</b> mainpiece at head ...	FORGING	7	} T.S. FOSTER J. SONS L <sup>TD</sup>	
" " heel ...	"	5 1/4		
" how constructed .....		FORGED ARMS SHUNK ON		
" double or single plate		SINGLE PLATE		
" coupling, vertical or				
" horizontal .....		HORIZONTAL		

## STEEL

		STEEL.	
"	"	"	Manufacturer's name or trade mark of the Steel used in the construction of the
"	"	"	Vessel (state process of manufacture) <i>OPEN HEARTH PROCESS</i>
"	"	"	Has the Steel been tested as required by the Rules? <i>Yes</i>
COLLISION		(in Hold)	44:32:26
AFTER PEAK		"	46:33:30



EQUIPMENT No. 1651350 ✓												LETTER 91		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.			
28644	1st Bower ...	33	3	0	Stockless.			31	8	3	0	33	BYERS/IMPROVED STOCKLESS.	✓	See 31/12/24 J.H.B
28669	2nd „ ...	33	1	14	"			31	3	0	14	33	" " "	✓	See 9/1/25 W.H.L.
28720	3rd „ ...	28	2	14	"			27	11	3	14	28	" " "	✓	See 2/2/25 J.H.B
	Collective weight.	95	3	0								94			
87279	Stream .....	8	2	7	2	1	11	10	15	0	0	8 1/2	ORDINARY (FORGED WROUGHT IRON)	N.HINGLEY & CO. LTD	NETHERTON 17/12/24 H.G.

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.	Stations.	Break-ing.	Supplied.	Per Rule.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.
75804	120 3/4	1 7/8	5 1/4	7 1/4	173-2-10	172-1-14	120	1 1/8	120	1 1/8	STUB LINK	N.HINGLEY & CO. LTD.	NETHERTON 11/12/24 H.G.	TOWLINE ...	90	3 1/2	20	90	3 1/2
75810	120 1/3	1 7/8	5 1/4	7 1/4	173-2-14	172-1-14	120	1 7/8	120	1 7/8	" "	" "	" 23/11/24 H.G.	HAWERS & WARPS	22 90	2 1/4	9 1/2	22 90	2 1/4
	Stream														22 90	2	7	22 90	1 3/4
	Steel Wire	75	4		33				75	4	Wire rope certified by Messrs. Garton & Girding				42 90	2	4		

Steering Gear, Steam *Sonkin & Co.* Steering Gear, Hand *Sonkin & Co.*

Boats *2 Lifeboats 22'0" x 14'0"* Steering Chains, Size and Test *1", 12 TONS.* Windlass *Emerson Walker & Thompson B.M.*

Ceiling in Holds, thickness and material *2 1/2" WHITE PINE OVER BULGES ONLY.* Cargo Battens, thickness, material and spacing *6" x 2" WHITE PINE, SPACED 9"*

Cargo Hatchways. (Upper Deck) *STEEL PLATES 44 WITH RAYS AS APPROVED* Thickness of Hatches *3" WHITE PINE*  
*AND RQ'S*

Size of No. 1 Hatchway (Forward) *30'11" x 23'10"* (MEAN) No. 2 *28'3" x 24'10"* (MEAN) No. 3 *27'0" x 24'4"* (MEAN) No. 4 *27'3" x 22'10"* (MEAN) No. 5 ✓ No. 6 ✓

Number of Shifting Beams and/or Fore and Afters *NO 1 HATCHWAY 5 WEBS; NO 2, 3 & 4 HATCHWAYS 4 WEBS. NO FORE & AFTERS.*

Per Pro *JOHN GAMBLEN & SONS, Ltd.*  
 Builder's Signature *W. T. Hudson*

GENERAL DECLARATION This vessel has been built in accordance with the approved plans and instructions & the Society's Revised Rules. The materials and workmanship are good and efficient. The freeboard has been verified & the marks cut in on the vessel's sides. The double bottom tanks & peak tanks have been tested & found satisfactory, and the weather decks, bulkheads & tunnel have been tested with satisfactory results.

The following approved plans are forwarded herewith viz:- Midship Section, Profile & Deck, Rudder, Stern Frame, Strengthening of Bottom Forward, Peak Bulkheads, Midship Bulkheads, Peak & Panting Stringer, Tunnel Plan, Hatchways & Winch Platforms, Pumping Plan, Hatch Stays, Girders at tank side. Forging reports of Stern Frame, Rudder Frame & Tiller also enclosed.

Sister Vessel *S/S "ROYAL MOOR"* See Rpt No 28958

The amount of Entry Fee ..... £ *5* : : Fees applied for, *2nd Mch 1925*

Special Survey Fee, ... £ *170* : *6* : : Received by me, *5th Mch 1925 W.T.H.*

*Freeboard Fee £6* : *0* : *0*

Travelling Expenses, if any £ : : : I am of opinion the Vessel should be Classed *100 A1.*

State whether the Vessel has been built under Special Survey *Yes.* Signature *W. T. Hudson.*

Certificate to be sent to *See.* Date of issue *16/3/25* Surveyor to Lloyd's Register of Shipping.

Committee's Minute *TUES. 10 MAR 1925*

Character assigned *100 A1*

*Lloyd's A & B. P.* *+ L.M.B. 225*  
*M.L.* *C.L.*

The Surveyors are requested not to write on or below the Committee's Minute.

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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.)

PILLAR

"

"

"

Centre  
Stiffer

Plating

STRINGER  
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Particulars of **Drop Test** of Cast Steel Anchors, viz.:—  
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower	WEIGHT, INCLUDING PIN	23-0-0	K.H.	3220	13 <sup>TH</sup> NOV 1924
2nd "	"	22-1-0	M.B.	2249	24 <sup>TH</sup> NOV 1924
3rd "	"	19-2-14	K.H.	3244	15 <sup>TH</sup> DEC 1924

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop ☒ ft., R.Q.D. 105.37 ft., Bridge 56.25 ft., Forecastle 30.2 ft.  
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ☒

No. and Material of Decks and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) 1 D<sup>K</sup> (STEEL) WELL DECK.

Official No. 148118 ; Signal Letters  
particulars of composition Cement & paint (Bottom of vessel cemented throughout) If bottom of Vessel has been coated Inside *Jes* give

**PARTICULARS OF WATER BALLAST.**—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, (PART UNDER ENGINES)	99.0	170	Fore peak tank,	14.75	86
Double bottom, under Engines and Boilers,			After peak tank,	19.58	143
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	105.6	212	Other tanks, if fitted,		
Total capacity of double bottom		382	(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. 5568

Date 25.3.24

Dates of Surveys held while building

1924. Sep. 3, 8, 22, 25, 29. Oct. 6, 10, 15, 17, 20, 21, 22, 24, 27, 30. Nov. 5, 10, 12, 13, 18, 19, 21, 25, 27.  
28. Dec. 3, 5, 9, 12, 17, 19, 22, 23, 30. 1925. Jan. 6, 10, 12, 14, 20, 23, 24, 28, 30. Feb. 3, 4, 5, 10, 18, 20, 25, 27.



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