

State if Report has been sent on the Freeboard of the Vessel *Yes*State if Report is sent on the Machinery of the Vessel *No*Date of completion of report *12th of December 1930* Port of *Rotterdam*No. *19950*Survey held at *Hardenhuvel*Date First Survey *6th of August*Last Survey *4th of December 1930*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Steel Single Screw Steamer "WALLACE ROSE"* Machinery fitted aftState Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full Scantling*State Type of Erections *Forecastle, Bridge, Raised quarter deck.*TONNAGE under Tonnage Deck... *432.48*CLASS *100 A 1*State if with freeboard as condition of Class *without*Built at *Hardenhuvel*Do. of space or spaces between Tonnage Dk. and Upper Dk. *83.35*Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 175.0*Launched *10-11-1930* Yard No. *213*

Total

Breadth (greatest moulded) *B 27.0*Builders *N.V. Scheepswaerf "De Merwede" Nijmegen*Gross Tonnage *605.48*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 13.0*Owners *Messrs Richard Hughes & Co*Register Tonnage *532.41*1st Longitudinal Number (L x D) = *2275*Managers *✓*
(Where necessary to be entered in Reg. Book.)

REGISTERED DIMENSIONS.

FEET.

Length *175.4*Framing Depth "d," at middle of length. See Sec. 3 (1d) *MD-10'6" RD-14'0"*Residence *Liverpool*Breadth *27.12*Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.46*Port of Registry *Liverpool*Depth *11.07*Do. Long Bridge to top of keel *10.6*

If surveyed while building, afloat, or in dry dock

Draught Moulded *12'7"**Building*

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	22				Bracket Floors, Frame	✓			
" " from $\frac{3}{4}$ length to Collision bulkhead	22				" " Reversed Frame	✓			
" " in peaks	22				" " Vertical Struts	✓			
SIDE FRAMING.					Centre Girder, depth and thickness amidships	30	x	38	
Frame Amidships, Angle, \square or \square in M.Dk. \square or \square in R.Q.Dk.	5 1/2	3	.50		" " top Angles	3	3	.34	
" " Extends up to	6	3	.45		" " bottom Angles	3	3	.38	
Reversed Frame Amidships, Angle	2 1/2	2 1/2	.34		Side Girders, No. each side and thickness	one		.28	
" " Extends up to	on floors only				Margin Plate depth (excl. of flange) and thickness	14	x	.32	
Depth of Framing Girder	✓				" " Vertical Angle to Tank side	16	3	.40	
Frames in Uppermost Continuous 'tween Decks, Angle, \square or \square	✓				" " Bracket abaft $\frac{1}{2}$ len. from stem	16	3	.40	
" " Second 'tween Decks, Angle, \square or \square	✓				" " Vertical Angle to Tank side	16	3	.40	
" " Third " " " "	✓				" " Bracket forward $\frac{1}{2}$ len. from stem	16	3	.40	
Framing in Peaks, Angle \square or \square	5	3	.40		" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem	none			
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/4" - 5/4"			and as per Rule.	" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem	20 x 20 x .36		every frame	
State if Frame Joggled	not joggled.				Tank Side Brackets, height above base line at toe of Frame and thickness	37	x	.32	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	deep framing with side stringers as per approved plan.				INNER BOTTOM PLATING.				
STRENGTHENING OF BOTTOM FORWARD. State Particulars	double frames to floors forward of 1/2 L & additional half height intercostals				Breadth and thickness of Middle Line Strake	54	x	.50	
SINGLE BOTTOM.					Thickness of remainder in Holds			.50	
Floors, Depth and thickness at mid-line in Holds	15 1/2 x .40				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			
Height of Brackets at side above base line at toe of frame	31"				BEAMS.				
Middle Line Keelson, on Floors, Angles, \square or \square	3 1/2	3	.48		Uppermost Continuous Deck, amidships in Wells, Angle, \square or \square	5	3	.36	
" " " Through Plate \square or \square Intercostal Plate			.48		" " " in way of Bridge, Angle, \square or \square	5	3	.30	
" " " Foundation Plate on Floors	12	x	.48		Spacing	22			
" " " Flat Plate Keel Angles	3 1/2	3 1/2	.42		Second Deck, amidships, Angle, \square or \square	✓			
Side Keelsons, No. each side	one				Spacing				
" " thickness of Intercostal Plate			.40		Third Deck, amidships, Angle, \square or \square	✓			
" " Angles	double 4 1/2	3	.42		Spacing				
DOUBLE BOTTOM.					Fourth Deck, amidships, Angle, \square or \square	✓			
Solid Floors, thickness and spacing	28 x 22				Spacing				
" " Are Frame and Reversed Frame joggled?	not joggled.				Poop Deck, Angle, \square or \square	✓			
Bracket Floors, breadth and thickness at middle line	✓				Spacing				
" " breadth and thickness at margin plate	✓				Bridge Deck, Angle, \square or \square	4 1/2	3	.34	
					Spacing				
					Forecastle Deck, Angle, \square or \square	6	3	.40	
					Spacing	44			

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.....	<i>one</i>				Stringer Plate, breadth and thickness in way of Bridge	<i>✓</i>			
„ in 'tween Decks, Size and Spacing.....	<i>✓</i>				Thickness of Plating abreast Deck openings in way of Wells	<i>✓</i>			
„ „ „ „ „	<i>✓</i>				Thickness of Plating abreast Deck openings in way of Bridge	<i>✓</i>			
„ in Holds „ „	<i>4 1/2" 4 1/4" 4 1/4" 4 1/2" dist.</i>				Thickness of Plating within line of openings...		<i>.40</i>	<i>.30</i>	
„ „ „ „ „	<i>spaced as per approved plan.</i>				If Sheathed, material and thickness	<i>✓</i>			
Centre Line Bulkhead.					Third Deck.				
Stiffeners and Spacing.....	<i>✓</i>				Stringer Plate, breadth and thickness.....	<i>✓</i>			
Plating, thickness of					If Plated, state thickness.....				
STRINGERS AND DECKS.					Fourth Deck.				
Uppermost Continuous Deck.					Stringer Plate, breadth and thickness.....	<i>✓</i>			
Stringer Plate, breadth and thickness in Wells	<i>52</i>	<i>x</i>	<i>52</i>		If Plated, state thickness				
„ „ „ „ in way of Bridge	<i>✓</i>				Poop Deck.				
„ Angle in Wells	<i>3 1/2</i>	<i>3 1/2</i>	<i>.42</i>		Stringer Plate, breadth and thickness	<i>✓</i>			
Thickness of Plating abreast Deck openings in way of Wells	<i>✓</i>				Plating, Sheathing, material and thickness ...				
Thickness of Plating abreast Deck openings in way of Bridge	<i>✓</i>				Bridge Deck.				
Thickness of Plating within line of openings...	<i>.40</i>	<i>.30</i>			Stringer Plate, breadth and thickness.....		<i>30 1/2 x</i>	<i>26</i>	
If Sheathed, material and thickness	<i>✓</i>				Plating, Sheathing, material and thickness ...		<i>26</i>	<i>pick pins 2 3/4"</i>	
R. P.					Forecastle Deck.				
Second Deck.					Stringer Plate, breadth and thickness.....		<i>26 1/2 x</i>	<i>26</i>	
Stringer Plate, breadth and thickness in Wells...	<i>51</i>	<i>x</i>	<i>.46</i>		Plating, Sheathing, material and thickness ...		<i>26</i>	<i>pick pins 2 3/4"</i>	

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>Not jogged.</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	40	.48	.44	.44		double	3/4	3 1/4	three	3/4	2 5/8	shapped.
„ DBLG. (if any)												
BOTTOM PLATING, No. 1 of Strakes 2	A	.38	.34	.34	}	double	3/4	3 1/4	three to two	3/4	2 5/8	Lapped.
	B	.38	.34	.34								
BILGE PLATING, No. of Strakes 1	C	.38	.34	.34		Single	3/4	3 1/4	three to two	3/4	2 5/8	Lapped.
SIDE PLATING, No. of Strakes 1	D	.38	.34	.34		Single	3/4	3 1/4	three to two	3/4	2 5/8	Lapped.
UPPER DECK, Sheer- strake in Wells	F	.44	.34	.34		-			three to two	3/4	2 5/8	Lapped.
UPPER DECK, Sheer- strake in Bridge ... <i>at break</i>	F	.64										
STRAKE BELOW Sheer- strake in Wells	E	.42	.34	.34		Single	3/4	3 1/4	three to two	3/4	2 5/8	Lapped.
STRAKE BELOW Sheer- strake in Bridge ...	E	.38										
ROCK POOP SIDE PLATING <i>at break . 50</i>	G	.40	-	.34					three to two	3/4	2 5/8	Lapped.
BRIDGE SIDE PLATING26	-	-		Single	5/8	2 1/2	none			
FOREC'TLE SIDE PLATING		-	.26	-		Single	5/8	2 1/2	two	5/8	2 1/4	Lapped.

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		Plating Thickness.		STIFFENERS.				Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
Extending to Upper Deck (Sec. 3 c)				VERTICAL.		HORIZONTAL.					
Deck next below				Scantlings.	Spacing.	Scantlings.	Spacing.				
As per Rule.											
MIDSHIP BULK'HD, Upper tween decks											
"	" Second "										
"	" Third "										
"	" Holds	.50 .36	7 x 3 x .32 BA 28								
COLLISION (in Hold)		.50 .40 .36	6 x 3 x .32 BA 24	w.t. flat							
AFTER PEAK		.50 .40 .26	5 x 3 x .30 A - 24 3 1/2 x 2 1/2 x 30 A - 30	w.t. flat w. semi box beam deck A.P. tank sheathed.							

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Siemens Martin process. — David Colville & Sons L^{td}.; Cargo Fleet Iron Co L^{td}.; Vereinigte Stahlwerke, Hoerder Verein, Dortmund Union; Gatchoffnungshütte*
Has the Steel been tested as required by the Rules? *Yes, by Surveyors at Steel Works. —*

ANCHORS.

CHAIN CABLES.	HAWSERS AND WARPS.
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HAWSERS AND WARPS.

Steering Gear St. *Yacht* *Electric* *"* *"*

Steering Gear, Hand Yes, up are better

Steering Chains, Size and Test $\frac{3}{4}$ " 6-15-0-0

Windlass *Steel steam patent.*

Cargo Battens, thickness, material and spacing *none fitted*

Thickness of Hatches $2\frac{1}{2}$ " pine

Size of No. 1 Hatchway (Forward) 29'-4" x 17'-6" No. 2 33'-0" x 17'-6" No. 3 ☒ No. 4 ☒ No. 5 ☒ No. 6 ☐

Number of **Shifting Beams** and/or **Fore** and **Afters** *No. 1 hatchway 5; No. 2 hatchway 6 shifting beams, no fore and afters.*

Builder's Signature

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel ✓ (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo ✓ The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

The Workmanship was found good and the vessel has been built in accordance with the approved plans, copies of which are being retained in the London office for record and in agreement with the instructions contained in Secretary's Letters M 29/4; 19/8; 23/8 and 21/11. 1920 and Rotterdam Letters 22/4; 10/8 and 21/8. 1920 respecting this case and in general conformity with the Society's Rules. —

All double bottom tanks and fore and afterpeak tanks have been tested by a head of water as required by the Rules and found sound and tight; Bulkheads tested by hose and found tight. Freeboard has been marked on the vessel's sides, verified and cut in.

Forging and casting certificates of Steinparme and madder are enclosed herewith.

The vessel has been towed to Meadowside Docks & Shipbuilding Yard, Messrs David & William Henderson & Co Ltd, (190 Elliot Street) Glasgow, where the machinery and boilers will be fitted.

P.T.O.

The amount of Entry Fee £ 48.00

Special Survey Fee.... \$ 730.00

Freeboard 48.00
Travelling Expenses, if any 52.00

Fees applied for,

Received by me,

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

State whether the Vessel has been built under Special Survey Yes

Signature

Surveyor to Lloyd's Register of Shipping

Committee's Minute

FRI 30 JAN 1931

Character assigned

30 JAN 1931
+1000 (on fls. Apr. 5/197)

Large batteries not fitted
Lloyd's Arch, + Lumb. 1, 31 Ch.

Write fls. Ry
 Lr 307/1/31

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Lloyd's Register
Foundation

002138002150-0109²/₃

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.)

To complete the First entry Survey: the engine and boiler casing tops require to be riveted after the Shipping of the machinery.

The following plans have been approved for this vessel

	approved	
Midship Section	21.8.30.	
Profile and Decks.	22.4.30.	
Sternframe	18.8.30.	
Rudder	18.8.30.	
W.T. Bulkheads.	22.4.30.	
Pumping Arrangement.	27.6.30.	

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

1st Bower	9-3-4 MB. N. 8756.	Dusseldorf 20-10-30.-
2nd "	10-0-0 MB. N. 8724.	Dusseldorf 8-10-30.-
3rd "	8-2-0 MB. N. 8690.	Dusseldorf 8-10-30.-

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop \checkmark ft., R.Q.D. 100.8 ft., Bridge 11.- ft., Forecastle 24.5 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated R.Q. deck joined to Bridge deck. —

No. and Material of Decks (this information is to be given as it should appear in the Register Book) Well deck. 1 Dk. (skl) Mchy aft. Cargo Battens not fitted.

Official No. ; Signal Letters

Is bottom of Vessel coated with cement Yes. — if not give

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length.		Where Fitted.	*Length.	
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,			Fore peak tank,	20.	54.
Double bottom, under Engines and Boilers,			After peak tank,	9.	4.
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,	104.5	144.-	Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
	Total capacity of double bottom	144.-	(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. 800

Date 10-6-1930.

Dates of Surveys held while building

6-21/8; 10-23/9; 9-18-24/10; 3-7-10-18/11; 1-4/12-1930.-



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"While th
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any inaccuracy
publication of
of the Society."

ft. B.)—10m.1.20.

(The Surveyors are requested
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Total No. of Visits 13

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