

Rpt. 1.
RECEIVED

STEEL STEAMER OF MOTORSHIP.

Received at London Office - 9 NOV 1943

15 NOV 1943

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

IN D.O.

Date of completion of report 7th October, 1943

Port of Baltimore, Maryland

No. 7904

Survey held at Baltimore, Maryland

Date First Survey 8th March, 1943

Last Survey 26th Aug.

19 43

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

Twin Screw Steamer "LEONARDO da VINCI" NOW "EMPIRE CLYDE"

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

Complete Superstructure

State Type of Erections Open Forecastle

TONNAGE under Deck

CLASS 100 A1

State if with freeboard as condition of Class

Built at Spezia

of space or spaces between Tonnage Deck and Upper Deck

Length from fore part of stem to after part of stern } L 429.35

Built ~~in~~ 1925 Yard No. 192

Total

Breadth (greatest moulded) } B 52.50

Builders Ansaldo San Giorgio

Gross Tonnage 7515

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) } D 39.17

Owners Ministry of War Transport

Register Tonnage 4205

1st Longitudinal Number (L x D) =

Managers City Line, Ltd.

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

REGISTERED DIMENSIONS. FEET.

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

Residence

Length 447.2

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

Port of Registry Mombassa

Breadth 52.5

Do. Long Bridge to top of keel

If surveyed while building, afloat, or in dry dock

Depth 36.0

Draught Moulded

Afloat and in Drydock

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP. Or m.m.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP. Or m.m.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	762	30"	Bracket Floors, Frame	178x11x87x10	
" " from 3/4 length amidships to Collision bulkhead	762 685 610		" " Reversed Frame	178x11x87x10	
" " in peaks	610		" " Vertical Struts	152 x 89 x 10	
FRAMING.			Centre Girder, depth and thickness amidships	1140 12.5	
Frame Amidships, Angle [or]	305x12x96x17.8		" " top Angles	89 89 14	
" " Extends up to	E Deck		" " bottom Angles	127 127 12.5	
Reversed Frame Amidships, Angle	-		Side Girders, No. each side and thickness	-	
" " Extends up to	-		Margin Plate depth (excl. of flange) and thickness	None - Tank Top Extends	
Depth of Framing Girder	305		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	to Ships Side	
Frames in Uppermost Continuous (tween) Decks, Angle, [or]	178 x 89 x 11		" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	-	
" " Second tween Decks, Angle, [or]	178 x 89 x 11		" " Gussets, spacing and scantling abaft 1/4 len. from stem	-	
" " Third " " " "	- - -		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	-	
from 1/4 len. for'd. to 15% len. from Stem and Rev. Angle	305x12x96x17.8		Tank Side Brackets, height above base line at toe of Frame and thickness	-	
in Peaks, Angle	7 3 1/2 .40		INNER BOTTOM PLATING.		
Number and Spacing of Rivets through Frame and Shell Plating amidships	7/8 5 1/4		Breadth and thickness of Middle Line Strake	1120 12.5	
Is Frame Joggled	No		Thickness of remainder in Holds	13.5	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or 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?	Oil Burner	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	-		BEAMS.		
DOUBLE BOTTOM.			Uppermost Continuous Deck, amidships	203x8.7x73x12	
Frames, Depth and thickness at mid-line in Holds	-		" " in way of Bridge, Angle, [or]	-	
Height of Brackets at side above base line at toe of frame	-		Spacing	Every	
Middle Line Keelson, on Floors, Angles, [or]	-		Second Deck, amidships, Angle, [or]	203x8.7x73x12	
" " Through Plate or Intercostal Plate	-		Spacing	Every	
" " Foundation Plate on Floors	-		Third Deck, amidships, Angle, [or]	203x12.7x89x12.7	
" " Flat Plate Keel Angles	-		Spacing	Every	
Keelsons, No. each side	-		Fourth Deck, amidships, Angle, [or]	203x12.7x89x12.7	
" " thickness of Intercostal Plate	-		Spacing	Every	
" " Angles	-		Poop Deck, Angle, [or]	-	
	Every Third Frame		Spacing	-	
Solid Floors, thickness and spacing	9.5		Bridge Deck, Angle, [or]	-	
" " Are Frame and Reversed Frame joggled?	No		Spacing	-	
Bracket Floors, breadth and thickness at middle line	912 9.5		Channel and Forecastle Deck, Angle, [or]	203x12.7x89x12.7	
" " breadth and thickness at margin plate	1515 9.5		Hatch	16 3 1/2 .46	
			Spacing	Every	

PILLARS AND DECKS.

PILLARS, No. of Rows	INCHES IN SHIP, or m.m.	Any Departure from Approved Plans to be Noted.	Stringer Plate, breadth and thickness in way of Bridge	INCHES IN SHIP, or m.m.	Any Departure from Approved Plans to be Noted.
3					
in 'tween Decks, Size and Spacing					
No. 2 Hold	6 x 3 1/2 x .44				
Centre Line Bulkhead					
Stiffeners and Spacing					
Plating, thickness of					
STRINGERS AND DECKS.					
Uppermost Continuous Deck, "C" DK.	50 1/2	16.5 x 6.10 on plan	Stringer Plate, breadth and thickness	50	.50
Stringer Plate, breadth and thickness					
Stringer Plate, breadth and thickness in way of Bridge					
Angle	127 127 15				
Thickness of Plating abreast Deck openings	.44				
Thickness of Plating abreast Deck openings in way of Bridge					
Thickness of Plating within line of openings	.36				
If Sheathed, material and thickness	5" Pitch Pine				
Second Deck, "D" DK.	53		Stringer Plate, breadth and thickness	50	.38
Stringer Plate, breadth and thickness					
			Plating, Sheathing, material and thickness	.30	5" Pitch Pine

SHELL PLATING.

STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	RIVETING.					
	AMIDSHIPS.	FORWARD.	AFT.			EDGES Bottom - No Sides - Yes		BUTTS.			
Breadth.	Thickness.	Thickness.	Thickness.		Single or Double.	Diam.	Spacing.	No. of Rows of Rivets.	Diam.	Spacing.	System or Lap.
FLAT PLATE KEEL	1240	24.5	19	19		Double	1	4 1/4	8	4	Single Inside Strap
DELG. (if any)											
BOTTOM PLATING, No. of Strakes	4	17.0	11.5	11.5		Double	7/8	3 3/4	3	7/8	2 3/4 Inner Row Lapped
BILGE PLATING, No. of Strakes	1	17.0	11.5	11.5		Double	7/8	3 3/4	3	7/8	4" Out. Row
SIDE PLATING, No. of Strakes	6	17.0	11.5	11.5		Double	7/8	3 3/4	3	7/8	4" Out. Row
UPPER DECK, Sheer-strake	60	16.0	9.0	9.0		Double	7/8	3 3/4	3	7/8	3" In. Row
UPPER DECK, Sheer-strake in Bridge											
STRAKE BELOW SHEER-strake	61	16.5	10.0	10.0		Double	7/8	3 3/8	3	7/8	4 1/8 Out. Row Lapped
STRAKE BELOW SHEER-strake in Bridge											
POOP SIDE PLATING											
BRIDGE SIDE PLATING											
FORECASTLE SIDE PLATING			.42			Single	3/4	3 3/8	2	3/4	3 Lapped

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel	11
Extending to Upper Deck (Sec. 3 c)	11
Deck next below	
As per Rule	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar		8x3		
STEM				
STERN FRAME				
Propeller Post				
Rudder				
Speed of Vessel				
RUDDER-Type		Single Plate - Semi-Balanced		
A x D				
Diam. of head		11"		
Mainpiece at top pintle		11"		
heel				
how constructed		Plate and arms riveted		
double or single plate coupling, vertical or horizontal		Single Vertical		

STIFFENERS.

	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper 'tween decks	.30	5 1/2 x 3.34	30		
" " Second "	.30	5 1/2 x 3.34	24		
" " Third "	.32	9 x 3 1/2 x .50			
" " Holds	.40	with 3 x 3 x 3/8 Rev. 24			
COLLISION (in Hold)	.40	8 x 3 1/2 x 3.50	24		
AFTER PEAK	.30				
	.46	8 x 3 1/2 x 3.50	26		

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)

STEEL.

Not Known

Has the Steel been tested as required by the Rules?

EQUIPMENT No.

LETTER

ANCHORS.

Number of Certificates.	Anchors.	WEIGHT, EX. STOCK.	WEIGHT OF STOCK.	TEST, PER CERTIFICATE.	WEIGHT REQUIRED BY TABLE 33.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
1st Bower		7645		No certifi-	See Secy's.	Stockless	Ansaldo	Marks Not Legible
2nd		7175		ates on board	letter from	"	"	
3rd		7075		and test marks	Glasgow to	"	"	
Collective weight.		21895		not legible	P. S., N. Y.	Ordinary	"	
Stream		3230 with stock						

CHAIN CABLES.

HAWSERS AND WARPS.

Number of Certificates.	Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE.		Length and Size.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.	Breaking Test of Steel Wire.	Length and Size.		
			Supplied.	Per Rule.									Fathoms, Ins.	Fathoms, Ins.
On Board	225 2 1/4				3/4"	Stud Link			Steel	130	4 3/4	69	120	4 7/8
										4 @ 3 1/4				
										120 fms.				
										4 @ 8				
										90 fms.				
Iron Steam Chain or Steel Wire	120	4 3/4	69		105	6/19 Galv. Flow Steel	Williamsport, U.S.A.							

Gio Fossati & Co. Steam & Telemotor

Hand Wheel Direct to Secondary Quadrant

Steering Gear, Type (Power or hand)

Alternative Means of Steering

4 @ 29' wood (2 with motor)
2 @ 28' metal
2 @ 30' metal

Steering Chains (Size and Test)

Windlass

Steam - Ansaldo, Genoa

Boats

Ceiling in Holds, thickness and material

3" - Wood

Cargo Battsens, thickness, material and spacing

2", wood, 12" centres

Cargo Hatchways - (Upper Deck)

Plates and Angles

Thickness of Hatches

3"

Size of Hatchways No. 1 (Fwd.) 9'2x11'2

No. 2 8'6"x11'0"

No. 3 13'6"x15'10"

No. 4 11'3"x15'9"

No. 5 11'1"x15'11"

No. 6 3'4"x6'7"

Number of Shifting Beams 2 in each large hatchway.

Number Fore and Aft

Builder's Signature

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel Yes
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo No
The positions in which oil is carried as fuel should be indicated, together with the flash point (where required to be inserted in the Notation). Double bottom and deep tanks.

The amount of Entry Fee £ See Rpt. 8 for fees
Special Survey Fee... £
Travelling Expenses, if any £

(Special notations, where part of class, to be stated.)

I am of opinion the Vessel should be Classed 100 A1

State whether the Vessel has been built under Special Survey No

Signature

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to City of New York Date of issue 9/5/14

Committee's Minute NEW YORK OCT 20 1914

Character assigned 100 A1 subject

Fitted for oil fuel F.P. above 150° F

S.S. Bal. 903, 8.43, L.M.C. 8.43

Note limit on T.S. 4-43

Pat. Ford. W.T.A. (Inboard Water Strain)

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.)

Plans, supplied by Owners were examined in Glasgow Office. See letter from Glasgow to Principal Surveyor, New York.

The vessel has undergone Special Survey No. 3 with a view to classification with this Society (please see Baltimore and Bombay Report 8)

The equipment was examined and found to be deficient from that shown on the Midship Section plan. However, as instructed in Secretary's cablegram of 14th March 1943, the actual amount of equipment as found on board and as shown on Page 3 of this report was submitted to the Principal Surveyor, New York who advised that same could be accepted as a war emergency arrangement subject to the supplying at the first opportunity of 15 fathoms of cable. This 15 fathoms of cable could not be obtained here but was to be placed on board on arrival U.K.

Freeboard particulars had been forwarded by the Bombay Surveyor and freeboards assigned. However, a request for additional draft was made and amended freeboards assigned and marked on the vessel's sides as per Glasgow letter. All the five conditions of assignment have been complied with or found (as No. 4) satisfactory.

In addition the steel coaming of a small hatchway on "C" deck to the chain locker has been increased to 24" in height and closed with wood covers and tarpaulins.

The vessel also carries more than 12 passengers.

PARTICULARS OF ELECTRIC WELDING (if employed)

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

Particulars of Drop Test of Cast Steel Anchors, viz. :— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	-
	2nd "	-
	3rd "	-

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop - ft., R.Q.D. - ft., Bridge - ft., Forecastle - ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. **159356** Signal Letters **VRTV** Extreme Breadth over Belting (Circ. 1611) **445 feet** Over-all Length (Circ. 1703)

No. and Material of Decks **3 Stl. (1 wood sheathed)**

Parts of Bottom of Vessel coated with cement or approved composition **In double bottom ballast tanks, 8" solid cement and cement wash**

Particulars of composition (if fitted) and of approval

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.		Water Capacity.	Where Fitted.	Length.		Water Capacity.
	Feet.	Tons.			Feet.	Tons.	
Double bottom, aft,	52.5	65	Fore peak tank,	22.0	55.54		
Double bottom, under Engines and Boilers,	-	-	After peak tank,	30.5	69		
Double bottom, if under Engines only, F.W. only	-	-	Deep tank, aft,	-	-		
Double bottom, if under Boilers only, 68 - 74	15.0	55	Deep tank, forward,	-	-		
Double bottom, forward, 96 - 176	173	456	Other tanks, if fitted,	-	-		
Total length (if continuous) and Capacity	370.1	1145	(If necessary, furnish further information by sketch.)	-	-		

Order for Special Survey No. - **8th March 1943 - 26th August 1943**

Date -

Dates of Surveys held while building

429.35
39.25
370
10
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Lloyd's Register
Total No. of Visits 96
Foundation

pt. 8.
REPC
6 NOV 1943
Date of writing Report
No. in Reg. Book
Survey on the
TONNAGE:—
GROSS 7515
UNDER DK. ---
NET 4205
Surveyed Afto
CellD BorDBa
total capacity
Only alter
N.B.—All alter
Last Report
Periodical Surveys,
complete the Surveys
extent of Examination
should be separate
summarised in the
should be clearly
respecting this ca
In damage cases w
ffered his serv
REPAIRS, OR E
Vessel place
Holds, peaks
All close ce
from steel s
The shell pl
Double botto
wards teste
Anchors and
hatch coamin
sounding pip
SUMMARY OF DAMA
Renewed ...
Removed and F
Faired or Repai
PRESENT CONDITIO
Decks
Caulking of Decks
Coamings
Beams & Fastenings
Outside Plating
" " in way of
Frames
Reverse Frames
Longitudinals
Transverses
Floors
Keelsons
Stringers
Inner Bottom Plating
Have the Tanks been
Have the Tanks been
General
State
this survey,
survey, 1,38.
to be clas
15 fms. of
S. S. No.
Survey Fee (per se
Special Damage or L
(per Sec. 29)
Travelling Expenses
Marking o
Second Surveyor's L
Committee
Character