

STEEL STEAMER or MOTORSHIP.

29 APR 1930

Received at London Office

State if Report has been sent on the Freeboard of the Vessel YesState if Report is sent on the Machinery of the Vessel YesDate of completion of report 26th April 1930Port of BelfastNo. 10,359Survey held at BelfastDate First Survey 3rd July 1929Last Survey 17th April1930On the Single Screw Steamer "CEFALU"State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)Poop, Bridge + 7 de type a modified scantlings with reduced draught.State Type of Erections Poop, Bridge + 7 de.TONNAGE under Tonnage Deck... 4268.99CLASS 100 A 1State if with freeboard as condition of Class YesBuilt at BelfastDo. of space or spaces between Tonnage Dk. and Upper Dk. 1Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 380Launched 27. Feb. 1930 Yard No. 514Total 4268.99Breadth (greatest moulded) B 53Builders Workman Clark (1928) Ltd.Gross Tonnage 5221.47Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 33.25Owners Standard Fruit S.S. Corp.Register Tonnage 3269.761st Longitudinal Number (L x D) = 12635Managers ✓
(Where necessary to be entered in Reg. Book.)2nd Numeral L x (B + D) = 32775Residence ✓

REGISTERED DIMENSIONS.

FEET.

380.753.429.6Framing Depth "d," at middle of length. See Sec. 3 (1d) 6.8Proportions—Depth to Length—Uppermost continuous deck to top of keel 11.43Do. Long Bridge to top of keel 9.22Draught Moulded 23.75Port of Registry Beiba

If surveyed while building, afloat, or in dry dock

Building afloat.

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.
ES, Spacing amidships	30		Bracket Floors, Frame <u>angle</u>	6 3/2 44	
" from 3/8 length to Collision bulkhead	27		" " Reversed Frame	6 3 38	5 1/2 x 3 x 4 1/2 L appl.
" in peaks	24		" " Vertical Struts <u>Two</u>	9 x 3 x 3 1/2 48	
FRAMING.			Centre Girder, depth and thickness amidships	41 x 50	
Amidships, Angle, <u>5 1/2</u>	7 3/2 38		" " top Angles <u>double</u>	3 1/2 3 1/2 48	6 x 8 S. Appl. 48 x 56.
" Extends up to <u>Upper Bridge deck alternately</u>			" " bottom Angles	4 4 54	
Reversed Frame Amidships, Angle <u>5 1/2</u>	4 3/2 40	in Eng. Rm.	Side Girders, No. each side and thickness <u>One</u>	34	
" " Extends up to <u>alt. in Bridge up. + 2nd Dk.</u>			Margin Plate depth (excl. of flange) and thickness	21 x 48	
" " to Up. Dk on <u>ev. 3rd 4th clear of Bridge.</u>			" " Vertical Angle to Tank side	6 6 40	
h of Framing Girder	7 8 in Eng. Rm.		" " Bracket abaft 1/2 len. from stem	7 7/8 Rivets	
es in Uppermost Continuous 'tween Decks, Angle, <u>5 1/2</u>	7 3/2 38	Rev. fr. as above	" " Vertical Angle to Tank side	6 6 40	
" Second 'tween Decks, Angle, <u>5 1/2</u>	- do -		" " Bracket forward 1/2 len. from stem	8 7/8 Rivets	
" Third " " "	- do -		" " Gussets, spacing and scantling abaft 1/2 len. from stem	L 6 x 6 x 40 4 1/8 rivets	3 rivets fitted thro' T. top.
ing in Peaks, Angle or <u>5 1/2</u>	7 3/2 42		" " Gussets, spacing and scantling forward 1/2 len. from stem	L 6 x 6 x 40 4 1/8 rivets	8 7/8 to T. top.
eter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 at 5 3/4		Tank Side Brackets, height above base line at toe of Frame and thickness	60 x 40	
if Frame Joggled	<u>Yes</u>		INNER BOTTOM PLATING.		
NG ARRANGEMENTS (Sec. 7), state system and particulars	Frame L 7 3 38 Extra side stringer fitted forward of 3rd girder		Breadth and thickness of Middle Line Strake	54 48 to 42	
ower also speak flat as approved	5 8 44		Thickness of remainder in Holds	40	
STRENGTHENING OF BOTTOM FOR RD. State Particulars	5 5 46		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?	<u>Yes</u>	
Bottom			BEAMS.		
s, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle, <u>5 1/2</u>	6 x 3 x 3 1/2 44 38 N.B.S.	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, <u>5 1/2</u>	- do -	
e Line Keelson, on Floors, Angles, <u>5 1/2</u> or <u>5 1/2</u>			Spacing	30	
" " Through Plate or Intercoastal Plate			Second Deck, amidships, Angle, <u>5 1/2</u>	6 x 3 x 3 1/2 44 38 N.B.S.	
" " Foundation Plate on Floors			Spacing	30	
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, <u>5 1/2</u>	6 x 3 x 3 1/2 40 38 N.B.S.	
Keelsons, No. each side			Spacing	30	
" thickness of Intercoastal Plate			Fourth Deck, amidships, Angle, <u>5 1/2</u>	6 x 3 x 3 1/2 40 38 N.B.S.	
" Angles			Spacing	30	
E BOTTOM.			Poop Deck, Angle, <u>5 1/2</u>	8 3 40	
Floors, thickness and spacing	40 in Eng. Rm. 34 stiffened on all frames		Spacing	60	
" " Are Frame and Reversed Frame joggled?	<u>Yes</u>		Bridge Deck, Angle, <u>5 1/2</u>	7 3 38	
Bracket Floors, breadth and thickness at middle line	30 34		Spacing	30	
" " breadth and thickness at margin plate	34 of breadth to maintain frame span at 3'-0"		Forecastle Deck, Angle, <u>5 1/2</u>	6 3 40 44 38 N.B.S.	
			Spacing	24 + 27 8 3 40 under windless	

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>Two</i>							
<i>Upper</i>		<i>35/8</i>					
in 'tween Decks, Size and Spacing <i>2nd</i>		<i>4 1/8</i>	<i>4 spaces</i>				
<i>3rd</i>		<i>4 5/8</i>	<i>4 spaces</i>				
" " " " " "			<i>= 10'-0"</i>				
in Holds		<i>5 1/8</i>	<i>appt 5"</i>				
" " " " " "							
Centre Line Bulkhead.							
Stiffeners and Spacing.....							
Plating, thickness of							
STRINGERS AND DECKS.							
Uppermost Continuous Deck.							
Stringer Plate, breadth and thickness in Wells	<i>63</i>	<i>50</i>	<i>(.75 at break)</i>				
" " " " in way of Bridge	<i>63</i>	<i>38</i>					
" Angle in Wells	<i>6</i>	<i>6</i>	<i>50</i>				
Thickness of Plating abreast Deck openings in way of Wells		<i>50</i>					
Thickness of Plating abreast Deck openings in way of Bridge		<i>34</i>					
Thickness of Plating within line of openings...		<i>34</i>					
If Sheathed, material and thickness <i>2 1/2" teak in wells.</i>							
Second Deck.							
Stringer Plate, breadth and thickness in Wells...	<i>63</i>	<i>40</i>					
Stringer Plate, breadth and thickness in way of Bridge	<i>63</i>	<i>40</i>					
Thickness of Plating abreast Deck openings in way of Wells		<i>25</i>					
Thickness of Plating abreast Deck openings in way of Bridge		<i>25</i>					
Thickness of Plating within line of openings...		<i>25</i>					
If Sheathed, material and thickness							
Third Deck.							
Stringer Plate, breadth and thickness.....	<i>9 1/6</i>						
If Plated, state thickness.....							
Fourth Deck.							
Stringer Plate, breadth and thickness.....	<i>9 1/6</i>						
If Plated, state thickness							
Poop Deck.							
Stringer Plate, breadth and thickness	<i>48</i>	<i>34</i>					
Plating, Sheathing, material and thickness	<i>30</i>	<i>34</i>					
Bridge Deck.							
Stringer Plate, breadth and thickness.....	<i>58</i>	<i>36</i>					
Plating, Sheathing, material and thickness	<i>34</i>	<i>34</i>					
Forecastle Deck.							
Stringer Plate, breadth and thickness.....	<i>34</i>	<i>34</i>					
Plating, Sheathing, material and thickness	<i>30</i>	<i>34</i>					

SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <i>No</i>			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.			SINGLE OR DOUBLE.	Diam.		Spacing center-to-center.	Diam.		Spacing cr. to cr.
	Inches.	Inches.	Inches.	Inches.									
FLAT PLATE KEEL	<i>48</i>	<i>72</i>	<i>64</i>	<i>64</i>		<i>Double</i>	<i>7/8</i>	<i>8</i>	<i>7 on</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Single straps</i>	
" DBLG. (if any)	<i>Midship thickness maintained fwd. as per Rules</i>												
BOTTOM PLATING, No. of Strakes	<i>70</i> <i>2 @ 81</i>	<i>55</i>	<i>46</i>	<i>46</i>	<i>Plating increased</i>	<i>Double</i>	<i>7/8</i>	<i>8</i>	<i>Three</i>	<i>7/8</i>	<i>3 1/8</i>	<i>lapped</i>	
BILGE PLATING, No. of Strakes	<i>75</i>	<i>55</i>	<i>46</i>	<i>46</i>	<i>on stem frame.</i>	"	"	"	"	"	"	"	
SIDE PLATING, No. of Strakes	<i>75</i> <i>81</i> <i>72</i>	<i>55</i>	<i>44</i>	<i>44</i>		"	"	"	"	"	"	"	
UPPER DECK, Sheer- strake in Wells.....	<i>81</i>	<i>70</i>	<i>44</i>	<i>44</i>		"	"	"	<i>7 on</i> <i>three</i>	"	<i>3 1/2</i> <i>3/8</i>	"	
UPPER DECK, Sheer- strake in Bridge ...	<i>81</i>	<i>55</i>											
STRAKE BELOW Sheer- strake in Wells.....	<i>81</i>	<i>55</i>	<i>44</i>	<i>44</i>		<i>Double</i>	<i>7/8</i>	<i>8</i>	<i>Three</i>	<i>7/8</i>	<i>3 1/8</i>	<i>lapped</i>	
STRAKE BELOW Sheer- strake in Bridge ...		<i>55</i>											
POOP SIDE PLATING				<i>38</i>		<i>Single</i>	<i>3/4</i>	<i>9</i>	<i>One</i>	<i>3/4</i>	<i>3</i>	<i>lapped</i>	
BRIDGE SIDE PLATING ...	<i>96</i>	<i>56</i> <i>+ 62</i>			<i>Increased for sidelights</i>	<i>Double</i>	<i>7/8</i>	<i>8</i>	<i>7 on</i>	<i>7/8</i>	<i>3 1/8 + 5/16</i>	<i>- do -</i>	
FORECASTLE SIDE PLATING			<i>38</i>			<i>Single</i>	<i>3/4</i>	<i>8</i>	<i>One</i>	<i>3/4</i>	<i>3</i>	<i>- do -</i>	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	<i>7 on</i>
Extending to Upper Deck (Sec. 3 c).....	<i>7 on</i>
" Deck next below	<i>✓</i>
As per Rule. <i>Sin</i>	

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks	<i>26</i>	<i>4 1/2 x 34</i>	<i>30</i>		
" Second "	<i>32 to 28</i>	<i>7 x 3 x 38</i>	<i>30</i>		
" Third "	<i>34 to 32</i>	<i>- do -</i>	<i>- do -</i>		
" Holds	<i>41</i>	<i>- do -</i>	<i>- do -</i>		
COLLISION " (in Hold)	<i>52</i>	<i>7 x 3 x 38 N.B.S.</i>	<i>Flat</i>	<i>4 x 5 1/2</i>	
AFTER PEAK "	<i>44</i>	<i>7 x 3 x 40 N.B.S.</i>	<i>24</i>	<i>4 x 5 1/2</i>	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	<i>Roller</i>			
STEM	<i>Steel Bar</i>	<i>9 1/2 x 2 3/8</i>		
STERN FRAME { Propeller Post	<i>Cast steel</i>	<i>10 1/4 x 9 1/4</i>	<i>Steel Co. of Scotland.</i>	
{ Rudder "		<i>9 x 7 1/2</i>		
RUDDER—A x D.....	<i>520</i>			
Speed of Vessel.....	<i>15 knots</i>			
RUDDER mainpiece at head ...	<i>Forged</i>	<i>1 1/2 mainpiece</i>	<i>4" above rule</i>	
" heel ...	<i>Steel</i>	<i>8 1/2</i>	<i>Dunlop Forge</i>	
how constructed	<i>Forged</i>	<i>built, shunk arms.</i>		
double or single plate coupling, vertical or horizontal.....	<i>Single</i>	<i>1.08</i>		

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) <i>Baldwins Ltd</i>
	<i>Handlachie Steel Co., Pease & Partners, Bonnet Iron, David Balville.</i>
	<i>Open hearth process</i>
	Has the Steel been tested as required by the Rules? <i>Yes (certificates herewith)</i>

EQUIPMENT No. 34496										LETTER <i>y</i>	ANCHORS.
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE			Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.
63944	1st Bower ...	60	3	9				48	15	-	-
63945	2nd " ...	60	3	24				48	15	-	-
63947	3rd " ...	51	1	18				43	4	2	21
	Collective weight.	172	3	23							
63044	Stream	17	0	16	4	3	24	18	6	3	14

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.	Statu-tory.	Break-ing.	Supplied.	Per Rule.		Length.	Diam.				Length.	Cir.	Tons.	Length.	Cir.		
14066	370	2 3/8	86 1/2	120 1/2	645-3-12	645-3-0		270	2 3/8	Steel link	S. Taylor & Sons.	Chester 30.12.29 J. R. Parsons.	TOWLINE...	120	4 1/4	51 1/2	120	4 3/4	
													HAWSERS & WARPS	4@120	2 3/4	21 1/10	2@90	2 3/4	
													"	2@90	2 1/2	17 1/10	2@90	2 1/2	
													"	2@90	2 1/4	14 1/10			
Stream Chain or Steel Wire	90	4 1/4		5 1/2				90	3 3/4	Spec. flex.	Arch. Thomson Black & Co.	Makers. Glasgow.							

Steering Gear, Steam *Hasties Steam Steering Gear* Steering Gear, Hand -

Boats *4 @ 26' x 8'3" x 3'4"* Steering Chains, Size and Test - Windlass *blacke chepman Direct Horizontal Imp. A Type.*

Ceiling in Holds, thickness and material *Insulated* Cargo Battens, thickness, material and spacing *Insulated*

Cargo Hatchways.—(Upper Deck) *Steel coamings 33" high* Thickness of Hatches *5"*

Size of No. 1 Hatchway (Forward) *20'3" x 16'* No. 2 *25' x 16'* No. 3 *22'6" x 16'* No. 4 *20' x 16'* No. 5 - No. 6 -

Number of Shifting Beams and/or Fore and Afters *No. 1. Three. No. 2. Four. No. 3. Three. No. 4. Three.*

PRO WORKMAN CLARK (1928) LIMITED.
J. Cunningham
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 *Yes both*. (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 or cargo should be indicated, together with the flash point.

The vessel has been constructed in accordance with the Approved plans, Secretary's letters and Society's Rules. The workmanship and materials are good and to my satisfaction. The double bottom tanks, tanks at sides of tunnel, fore & after peak tanks and oil fuel bunkers have been tested in accordance with the rules and found tight. The Weather decks, watertight bulkheads & stunnel have been hose tested & found satisfactory. The freeboards as assigned have been marked checked and cut in on the vessels sides. The steering gear, windless, watertight door & hand pumps have been tried & found satisfactory. The vessel is fitted for the carriage and burning of oil fuel, flash point above 150°F, which is carried in the double bottom forward under the boiler and in way of the fore end of the after hold, in two tanks one port & one starboard between the fore part of the tunnel and the ships side below the 4th deck, and in oil fuel bunkers at either side of the boiler space extending to the second deck. Two tanks one port and one starboard are arranged for fresh water between the after part of the tunnel & the ships side below the 4th deck.

per Contessa / Card / 638

The amount of Entry Fee £ *9 : - : -* Fees applied for, *19*

Special Survey Fee.... £ *330 : 10 : 6* Received by me, *8/5/30*

Freeboard *9 : 3 : 4* Travelling Expenses, if any £ : : *19*

I am of opinion the Vessel should be Classed *+ 100 A1*

State whether the Vessel has been built under Special Survey *Yes* Signature *J. R. Edgar for J. Hodgson.*

Certificate to be sent to *Belfast* Date of issue *13/5/30.* Surveyor to Lloyd's Register of Shipping.

Committee's Minute *FRI. 9 MAY 1930*

Character assigned *+100A1*

With freeboard

Three lower decks for fruit cargo + L.M.C. 4.30 *O. G.*

Write R.L. Lloyd's A.R.C.P. Fitted for oil fuel 4.30 F.P. above 150°F.

My

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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.)

The undermentioned plans are forwarded herewith together with forging certificates.

Preliminary midship section Revised midship section.

Stem frame

Profile + decks

Rudder

7. W. + O.F. tanks abreast tunnel.

Beam knees at scarfed frames

lower deck stringer angle

Pumping plan

Framing plan

Hatchways, shatels webs, ^{revised plans,} also plan as made. (3)

Shell plating at breaks

Preliminary shell expansion.

Fore end framing.

Top sides in way of cargo done.

Oil Fuel Tanks.

Modified position of bridge ends slop of bridge side plating.

Airgt. fair pipes to O.F. Tanks.

Shell done.

Boat deck.

Cast steel quadrant stiller.

New Equipment number.

(3 Insulation plans forwarded with insulation report)

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	Cast. Q. No. 160 38-0-6 (inc. pins) A.B.	2291	27.8.29.
	2nd "	37-3-17 -do- A.L.	2299	11.9.29
	3rd "	32-2-21 -do- J.Q.	366	28.5.29.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 36.7 ft., R.Q.D. ✓ ft., Bridge 137.5 ft., Forecastle 40 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ✓

Notation. "Intermediate OH in forward + after hold dispensed with 4 O.H."

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 4 Dks (Stl.) Wchr dk (teak 5)

Notation "Three lower dks. for fruit cargoes."

Official No. ✓ ; Signal Letters

Is bottom of Vessel coated with cement in dble. btm. if not give tanks 5 + 7 bilges.

particulars of composition Remainder coated with mineral oil.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	6. + 7	107½	Fore peak tank,	36	48
Double bottom, under Engines and Boilers,	4 + 5	65	After peak tank,	16	30
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	1. 2. + 3	135½	Other tanks, if fitted,		
		Total capacity of double bottom	(If necessary, furnish further information by sketch.)		
		307¾			

* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 818

Date 16-7-29

Dates of Surveys held while building

1929
July 3-8-9-22 Aug 20-21-22-27-28-29 Sept 2-5-12-13-16-18-19-23-24-26-27-30 Oct 1-2-3-4
7-10-11-15-17-18-21-23-24-25-30-31 Nov 4-6-8-18-19-21-25-26-28 Dec 2-5-10-11-13-20-31 Jan 1-3-6-7
8-9-10-13-14-16-17-27-28-29-31 Feb 3-4-6-11-13-14-18-19-24-26-27 Mar 4-11-12-13-18-19-25-28
Apr 7-8-9-11-17
Total No. of Visits 93