

STEEL STEAMER ~~OR MOTORSHIP~~

Received at London Office... JAN 14 1939

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 11/139Port of NEWCASTLE-ON-TYNENo. 97058Survey held at SOUTH SHIELDSDate First Survey 16 Dec/1937Last Survey 5th JANUARY 1939On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) "TURKISTAN"MACHINERY AMIDSHIPS

SINGLE SCREW

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLINGState Type of Erections P.B.F.TONNAGE under Tonnage Deck... 6280.08CLASS +100 A.1.State if with freeboard as condition of Class NoBuilt at SOUTH SHIELDSDo. 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 450.00Launched 24.10.38 Yard No. 514Total 6280.08Breadth (greatest moulded) B 58.29Builders JOHN READHEAD & SONS LD.Gross Tonnage 6935.24Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 32.17Owners STRICK LINE (1923) LD.Register Tonnage 4227.971st Longitudinal Number (L x D) = 14472Managers FRANK C. STRICK & CO.

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

2nd Numeral L x (B + D) = 40702Residence 117 LEADENHALL ST. LONDON E.C.3.

REGISTERED DIMENSIONS.

Length 454.0Breadth 58.5Depth 29.65Framing Depth "d," at middle of length. See Sec. 3 (1d) 17.92Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.99Port of Registry LONDONIf surveyed while building, afloat, AND in dry dock YESDraught Moulded 25'3 1/2"

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	<u>29</u>	<u>✓</u>	Bracket Floors, Frame	<u>6'3 1/2" x 42</u>	<u>✓</u>
" " from $\frac{3}{8}$ length to Collision bulkhead	<u>27</u>	<u>✓</u>	" " Reversed Frame	<u>5 1/2" x 3" x 42</u>	<u>✓</u>
" " in peaks	<u>24</u>	<u>✓</u>	" " Vertical Struts	<u>8'3 1/2" x 3 1/2" x 42</u>	<u>✓</u>
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<u>45 x 53</u>	<u>✓</u>
Frame Amidships, Angle <u>E or C</u> <u>NBS.</u>	<u>10'3 1/2" x 80</u>	<u>✓</u>	" " top Angles	<u>5 x 5 x 48</u>	<u>✓</u>
" " Extends up to	<u>2nd DECK</u>	<u>✓</u>	" " bottom Angles	<u>6 x 6 x 54</u>	<u>✓</u>
Reversed Frame Amidships, Angle	<u>✓</u>		Side Girders, No. each side and thickness	<u>1 @ 42</u>	<u>APPD. 37</u>
" " Extends up to	<u>✓</u>		Margin Plate depth (excl. of flange) and thickness	<u>35 x 54</u>	<u>✓</u>
Depth of Framing Girder	<u>10</u>	<u>✓</u>	" " Vertical Angle to Tank side	<u>3 1/2 x 3 1/2 x 44</u>	<u>✓</u>
Frames in Uppermost Continuous 'tween Decks, Angle <u>E or C</u> <u>NBS.</u>	<u>8'3 1/2" x 40</u>	<u>✓</u>	" " Vertical Angle to Tank side	<u>6 x 6 x 44</u>	<u>✓</u>
" " Second 'tween Decks, Angle <u>E or C</u>	<u>✓</u>		" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem	<u>CONT.</u>	<u>41</u>
" " Third " " "	<u>✓</u>		" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem	<u>CONT.</u>	<u>41</u>
Framing in Peaks, Angle <u>E or C</u> <u>NBS.</u>	<u>8'3 x 40</u>	<u>7 1/2 x 3 x 48 APPD.</u>	Tank Side Brackets, height above base line at toe of Frame and thickness	<u>67 x 42</u>	<u>✓</u>
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<u>7/8" @ 5 1/4</u>	<u>✓</u>	INNER BOTTOM PLATING.	<u>APPD. 90 x 50</u>	<u>✓</u>
State if Frame Joggled	<u>Yes</u>	<u>✓</u>	Breadth and thickness of Middle Line Strake	<u>APPD. 63 x 50</u>	<u>✓</u>
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	FRS. 11'3 1/2" x 50 LBS. WITH L ₁ 3/4" x 50 REL. ANGLE FORMING 12" GIRDER 3 STRINGERS IN HOLD. 1 IN 'TWEEN DECK AS APPD. FRS. 5'3" x 44 ON FLOORS WITH BACK BARS ON BKT FLOORS. SHELL PLATING INCREASED TO 7/2" 5 ADDL. SIDE GIRDERS AS APPD.		Thickness of remainder in Holds	<u>44 x 40</u>	<u>✓</u>
STRENGTHENING OF BOTTOM FORWARD. 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?	<u>YES</u>	<u>✓</u>
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships	<u>9'3 1/2" x 56</u>	<u>NBS.</u>
Height of Brackets at side above base line at toe of frame			" " in way of Bridge	<u>11'3 1/2" x 42</u>	<u>✓</u>
Middle Line Keelson, on Floors, Angles, <u>E or C</u>			Spacing	<u>29</u>	<u>✓</u>
" " Through Plate or Intercostal Plate			Second Deck, amidships, Angle <u>E or C</u> <u>NBS.</u>	<u>11'3 1/2" x 55</u>	<u>✓</u>
" " Foundation Plate on Floors			Spacing	<u>29</u>	<u>✓</u>
" " Flat Plate Keel Angles			Third Deck, amidships, Angle <u>E or C</u>	<u>✓</u>	
Side Keelsons, No. each side			Spacing	<u>✓</u>	
" " thickness of Intercostal Plate			Fourth Deck, amidships, Angle <u>E or C</u>	<u>✓</u>	
" " Angles			Spacing	<u>✓</u>	
DOUBLE BOTTOM.			Poop Deck, Angle <u>E or C</u> <u>NBS.</u>	<u>8'3 x 36</u>	<u>APPD. 7 1/2 x 3 x 36</u>
Solid Floors, thickness and spacing	<u>43 sp. 58</u>	<u>✓ 38 APPD. ✓</u>	Spacing	<u>24 x 29</u>	<u>✓</u>
" " Are Frame and Reversed Frame joggled?	<u>YES</u>	<u>✓</u>	Bridge Deck, Angle <u>E or C</u>	<u>9'3 1/2" x 42</u>	<u>✓</u>
Bracket Floors, breadth and thickness at middle line	<u>34 x 46</u>	<u>✓ 41 APPD. ✓</u>	Spacing	<u>29</u>	<u>✓</u>
" " breadth and thickness at margin plate	<u>21 x 46</u>	<u>✓ 41 APPD. ✓</u>	Forecastle Deck, Angle <u>E or C</u>	<u>8'3 x 44</u>	<u>✓</u>
			Spacing	<u>27 x 24</u>	<u>✓</u>

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.....		2		✓	Stringer Plate, breadth and thickness in way of Bridge	66	x	34	✓
„ in 'tween Decks, Size and Spacing		<i>Widely</i>			Thickness of Plating abreast Deck openings in way of Wells	38	x	32	✓
„ „ „ „ „		<i>spand pillars</i>			Thickness of Plating abreast Deck openings in way of Bridge			30	✓
„ in Holds „ „		<i>and girders</i>			Thickness of Plating within line of openings...	34	-	32	✓
„ „ „ „ „		<i>as approved.</i>		✓	If Sheathed, material and thickness			✓	
Centre Line Bulkhead.					Third Deck.				
Stiffeners and Spacing.....		✓			Stringer Plate, breadth and thickness.....			✓	
Plating, thickness of		✓			If Plated, state thickness.....			✓	
STRINGERS AND DECKS.					Fourth Deck.				
Uppermost Continuous Deck.					Stringer Plate, breadth and thickness.....			✓	
Stringer Plate, breadth and thickness in Wells	61	x	1.07	✓	If Plated, state thickness			✓	
„ „ „ „ in way of Bridge	61	x	.47	✓ <i>APP^d .42</i>	Poop Deck.				
„ Angle in Wells	7	x	1.04	✓	Stringer Plate, breadth and thickness	37	-	36	✓
Thickness of Plating abreast Deck openings in way of Wells .....	.87	-	.41	✓ <i>APP^d .82 - .36</i>	Plating, Sheathing, material and thickness ...	.28	x	3" TEAK	✓
Thickness of Plating abreast Deck openings in way of Bridge .....			.43	✓ <i>APP^d .38</i>	Bridge Deck.				
Thickness of Plating within line of openings...	.49	-	.41	✓ <i>APP^d .44 - .36</i>	Stringer Plate, breadth and thickness.....	61	x	.66	✓ <i>APP^d .61</i>
If Sheathed, material and thickness			✓		Plating, Sheathing, material and thickness ..	.62	-	.45	✓ <i>APP^d .57</i>
Second Deck.					„ 3" TEAK.				
Stringer Plate, breadth and thickness in Wells...	66	x	.42	✓	Forecastle Deck.				
					Stringer Plate, breadth and thickness.....	35	x	36	✓
					Plating, Sheathing, material and thickness ..	28	x	3" PP	✓

SHELL PLATING.

SCANTLINGS.						RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>No</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.								
FLAT PLATE KEEL	<i>51</i>	<i>.85</i> ✓	<i>.75</i> ✓	<i>.75</i> ✓		<i>2</i>	<i>1</i>	<i>3⁵/₈</i>	<i>4</i>	<i>1</i>	<i>4</i>	<i>LAPPED</i>
„ DBLG. (if any)	✓					✓						
BOTTOM PLATING, No. of of Strakes <i>4</i>}		<i>.65</i> ✓	<i>.72</i> ✓	<i>.49</i> ✓		<i>2</i>	<i>7⁸/₈</i>	<i>3²/₉</i>	<i>4-3</i>	<i>7⁸/₈</i>	<i>3¹/₂</i>	<i>LAPPED</i>
BILGE PLATING, No. of Strakes <i>1</i>}		<i>.65</i> ✓	<i>.49</i> ✓	<i>.49</i> ✓		<i>2</i>	<i>7⁸/₈</i>	<i>3²/₉</i>	<i>4-3</i>	<i>7⁸/₈</i>	<i>3¹/₂</i>	<i>Do.</i>
SIDE PLATING, No. of Strakes <i>3</i>}		<i>.65</i> ✓	<i>.46</i> ✓	<i>.46</i> ✓		<i>2</i>	<i>7⁸/₈</i>	<i>3²/₉</i>	<i>3</i>	<i>7⁸/₈</i>	<i>3¹/₈</i>	<i>Do.</i>
UPPER DECK, Sheer- strake in Wells.....}	<i>69¹/₂</i>	<i>1.42 AT BREAK.</i> <i>.95</i> ✓	<i>.46</i> ✓	<i>.46</i> ✓		<i>2</i>	<i>1</i>	<i>3⁵/₈</i>	<i>5-3</i>	<i>1¹/₈</i>	<i>5</i>	<i>Do.</i>
UPPER DECK, Sheer- strake in Bridge ...}		<i>.65</i> ✓	✓	✓		<i>2</i>	<i>7⁸/₈</i>	<i>3²/₉</i>	<i>3</i>	<i>7⁸/₈</i>	<i>3¹/₈</i>	<i>Do.</i>
STRAKE BELOW Sheer- strake in Wells.....}	<i>69¹/₂</i>	<i>.79</i> ✓	<i>.46</i> ✓	<i>.46</i> ✓		<i>2</i>	<i>7⁸/₈</i>	<i>3²/₉</i>	<i>4-3</i>	<i>1</i>	<i>4</i>	<i>Do.</i>
STRAKE BELOW Sheer- strake in Bridge ...}		<i>.65</i> ✓	✓	✓		<i>2</i>	<i>7⁸/₈</i>	<i>3²/₉</i>	<i>3</i>	<i>7⁸/₈</i>	<i>3¹/₈</i>	<i>Do.</i>
POOP SIDE PLATING				<i>.40</i> ✓		<i>1</i>	<i>3⁴/₄</i>	<i>3</i>	<i>1</i>	<i>3⁴/₄</i>	<i>2⁵/₈</i>	<i>Do.</i>
BRIDGE SIDE PLATING ...	<i>.6</i>	<i>.63</i> ✓	✓	✓		<i>2</i>	<i>7⁸/₈</i>	<i>3²/₉</i>	<i>4</i>	<i>7⁸/₈</i>	<i>3¹/₂</i>	<i>Do.</i>
FOREC'TLE SIDE PLATING			<i>.42</i> ✓			<i>1</i>	<i>3⁴/₄</i>	<i>3</i>	<i>1</i>	<i>3⁴/₄</i>	<i>2⁵/₈</i>	<i>Do.</i>

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

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

Extending to Upper Deck (Sec. 3 c)

„ Deck next below

As per Rule

7. ✓

✓

7. ✓

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks	.26	5 x 3	38L	30	✓
„ „ Second „	✓				
„ „ Third „	✓				
„ „ Holds .....	.46 - .30	11 x 3 ¹ / ₂	42L	30	✓
COLLISION „ (in Hold) .....	.50 - .30	9 x 3 ¹ / ₂	40L	24	✓ <i>with semi-box beams</i>
AFTER PEAK „ „ .....	.60 - .32	9 x 3 ¹ / ₂	50L	24	✓

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓			
STEM	<i>Rolled Bar</i>	10 x 2 ⁵ / ₈	<i>Lanarkshire Steel Coy.</i>	
STERN FRAME	<i>cast Steel</i>	<i>see Plan</i>	<i>Nederlandsche Staalfabrieken Utrecht.</i>	
Speed of Vessel		12	✓	
RUDDER—Type		<i>Duplex.</i>		
„ A x D		387.5	✓	
„ Diam. of head		9 ¹ / ₂	✓	
„ Mainpiece at top pintle		12 ¹ / ₄	✓	
„ „ heel ...		<i>see plan</i>		
„ how constructed		<i>Stream lined casting</i>		
„ double or single plate		<i>Single</i>	✓	
„ coupling, vertical or horizontal		<i>Horizontal</i>	✓	

STEEL.

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

Appleby Frodingham Steel; Cargo Fleet Iron; Bonsett Iron; Dorman Long; Skinningrove; South Durham Steel & Iron.

Has the Steel been tested as required by the Rules?

*Yes.**Open hearth*

Lloyd's Register Foundation

Equipment No 42695. LETTER b+ ANCHORS. Table with columns: 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.

CHAIN CABLES. HAWSERS AND WARPS. Table with columns: 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, Material, Length and Size supplied, Breaking Test of Steel Wire, Length and Size per Table 53.

Steering Gear, Steam Wilson Pirrie Type (Donkin & Co.) Steering Gear, Hand Blocks and Tackle to winches. Boats 2 @ 28' x 8' x 5' 6" Steel Steering Chains, Size and Test Windlass Blake Chapman Ceiling in Holds, thickness and material 2 1/2" W.P. on 2" grounds Cargo Battens, thickness, material and spacing 6" x 2" W.P. 9" apart Cargo Hatchways. (Upper Deck) Plates and Bull Angles (Reith Type) Thickness of Hatches 3" and 3 1/4" at No. 3. Size of No. 1 Hatchway (Forward) 31' 6" x 22' 0" No. 2 36' 3" x 22' 0" No. 3 24' 2" x 22' 0" No. 4 12' 1" x 22' 0" No. 5 31' 5" x 22' 0" No. 6 31' 5" x 22' 0" Number of Shifting Beams and/or Fore and Afters Nos 1, 5, 6 - 4 No 2 - 5 No 3 - 3 No 4 - 1

FOR JOHN READHEAD & SONS, LTD. Builder's Signature J. M. H. Readhead Chairman & Managing Director.

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 or cargo should be indicated, together with the flash point. Oil Fuel having a flash point not lower than 150°F may be carried in all double bottom tanks except the engine room tank. This vessel has been constructed in accordance with the approved plans, the Secretary's letters and generally conforms with the Society's Rules for the class contemplated. The materials and workmanship are good. The weather decks, tunnel and w.t. bulkheads have been hose tested and found satisfactory. All double bottom tanks, peak tanks, deep tank and ash shoot have been water tested as required by the Rules, and found satisfactory. The assigned freeboards have been marked on the vessel's sides, verified and cut in. The windlass, steering gear and water tight doors have been tested with satisfactory results. The vessel has been placed in drydock, the bottom and rudder cleaned, examined & recoated.

The amount of Entry Fee £ 10 : 0 : 0 Fees applied for, 7.1.1939. Special Survey Fee £ 373 : 7 : 6 Received by me, 13.1.1939. FREEBOARD 17 0 0 Travelling Expenses, if any £ : : I am of opinion the Vessel should be Classed + 100 A 1. State whether the Vessel has been built under Special Survey Yes. Signature J. Rannie Surveyor to Lloyd's Register of Shipping. Certificate to be sent to Newcastle on Tyne Date of issue 28/2/39.

Committee's Minute FRI 20 JAN 1939 Character assigned + 100 A 1. Lloyd's Assoc. + LMC 1.39 F.D. Ch. Fitted for oil fuel 139 F.P. above 150°F.

The Surveyor is requested not to write on or below the Committee's Minute.

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.)

Sister vessel SS "SHAHRISTAN" ✓ Nwc. Rpt. N° 96685. ✓

The approved plans (15 in number) & Certificates are sent herewith.
a profile & midship section as built will be forwarded later.

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

Fitted for Oil Fuel Flash Point above 150° F.

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

1st Bower	48	3	14	✓	48	1	0	✓	E.E. 229	31. 12. 37.
2nd "	43	2	27	✓	48	0	21	✓	W.H. 3129	7. 1. 38.
3rd "	36	1	3	✓	40	0	7	✓	W.H. 3137	7. 1. 38

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 39.2 ft., R.Q.D. ✓ ft., Bridge 132.5 ft., Forecastle 37.7 ft.
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

OVERALL LENGTH 472'6" ✓

No. and Material of Decks 2 DECKS (STEEL)

Official No. 167156 Signal Letters GQQY

Is bottom of vessel coated with cement Peak tanks & engine room d.b.tanks ✓ if not give

particulars of composition other tanks oil fuel. ✓

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, W.B. or O.F.	149.8 ✓	475 ✓	Fore peak tank,	25.0 ✓	150 ✓
Double bottom, under Engines and Boilers,			After peak tank,	19.8 ✓	45 ✓
Double bottom, under Engines only, INCL. COFFERDAMS W.B. 29.0 ✓		125 ✓	Deep tank, aft,	38.4 ✓	1030 ✓
Double bottom, under Boilers only, O.F.	21.75 ✓	112 ✓	Deep tank, forward,	✓	
Double bottom, forward, W.B. or O.F. COFFERDAM FORD.	191.3 ✓	825 ✓	Other tanks, if fitted,	✓	
		Total capacity of double bottom 1537.	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks (See Circular No. 1284).

Order for Special Survey No. 5557

Date 21.9.37

Dates of Surveys held while building

1937 Dec. 16 Jan. 7. 12. 19. 25. Feb. 1. 2. 11. 16. 25. Mar. 3. 4. 7. 9. 21. 31. Apr. 8. 14. 19. 20. 22. May 11. 12. 19. 20. 24. 25. 31. June 1. 7. 14. 28. July 1. 8. 21. Aug. 2. 3. 8. 12. 16. 20. 24. 25. 29. 30. Sep. 5. 7. 16. 23. 27. 30. 1939 Jan. 4. 5.

Total No. of Visits 36.