

## STEEL STEAMER or MOTORSHIP.

Received at London Office

40223

Figures in Red denote  
"Special Steel"

State if Report has been sent on the Freeboard of the Vessel  $\frac{1}{2}$ State if Report is sent on the Machinery of the Vessel  $\frac{1}{2}$ 

Date of completion of report

Port of Glasgow

No. 46630

Survey held at Glasgow

Date First Survey 28<sup>th</sup> January 1926 Last Survey 12<sup>th</sup> May 1927

On the (State if Machinery fitted with or without Tonnage Openings)

S. S. "CITY OF HEREFORD"

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

Full Scantling

M/M 3081

State Type of Erections Poop, Bridge &amp; etc.

TONNAGE under Tonnage Deck

4825.48

CLASS

+100 A1

State if with freeboard as condition of Class

No.

Built at

Scotoun

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 383.0

Breadth (greatest moulded)

B 51.5

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

D 32.66

1st Longitudinal Number (L x D) = 12511

2nd Numeral L x (B + D) = 32236

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

18.42

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

11.724

Do. Long Bridge to top of keel

9.36

Draught Moulded 26'-1 1/4"

Launched 22<sup>nd</sup> March 1927 Yard No. 615

Builders Barclay Curle &amp; Co. Ltd.

Owners Ellerman Lines Ltd.

Managers

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

Residence

Port of Registry

Liverpool

If surveyed while building, afloat, and in dry dock

Yes.

## REGISTERED DIMENSIONS.

Length

385.4

Breadth

51.7

Depth

30.3

## 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.
<b>FRAMES, Spacing amidships (No. 3 Hold)</b>	36		<b>Bracket Floors, Frame</b>	10 x 3 1/2 x 3 1/2 x 36	
" " from 1/2 length to Collision bulkhead	27		" " Reversed Frame	9 x 3 1/2 x 3 1/2 x 40	
" " in peaks	24		" " Vertical Struts	9 x 3 1/2 x 3 1/2 x 40	
<b>FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>	41 x .48	
Frame Amidships, Angle [ or ]	11 x 3 1/2 x 3 1/2 x .47		" " top Angles	5 5 .50	
" " Extends up to	2 <sup>nd</sup> Dk.		" " bottom Angles	6 6 .56	
Reversed Frame Amidships, Angle	✓		<b>Side Girders, No. each side and thickness</b>	One @ .36	
" " Extends up to	✓		<b>Margin Plate depth (excl. of flange) and thickness</b>	37 3/4 x .47	
<b>Depth of Framing Girder</b>	11		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	5 5 .51	3 1/2 x 3 1/2 x .47
<b>Frames in Uppermost Continuous 'tween Decks, Angle [ or ]</b>	9 3 1/2 .41		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	6 6 .47	3 1/2 x 3 1/2 x .51
" " Second 'tween Decks, Angle [ or ]	✓		" " Gussets, spacing and scantling abaft 1/2 len. from stem	Continuous plate .37	
" " Third " " " "	✓		" " Gussets, spacing and scantling forward 1/2 len. from stem	Continuous plate .37	
<b>Framing in Peaks, Angle [ or ]</b>	9 3 1/2 .42		<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	72 1/2 x 68 x .45	
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amidships</b>	7/8 @ 5 1/2 for 30" 7/8 @ 4 1/2 for 30"		<b>INNER BOTTOM PLATING.</b>		
<b>State if Frame Joggled</b>	✓		Breadth and thickness of Middle Line Strake	78 x .49	78 x .48
<b>PANTING ARRANGEMENTS (Sec. 7), state system and particulars</b>	Deep framing and 3 side stringers as per plan.		Thickness of remainder in Holds	.41 - .38	
<b>STRENGTHENING OF BOTTOM FORWARD. State Particulars</b>	Double frames, thin plating in main & extra 1/2 height intercostal fitted		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?	✓	
<b>SINGLE BOTTOM.</b>			<b>BEAMS.</b>		
<b>Floors, Depth and thickness at mid-line in Holds</b>	✓		<b>Uppermost Continuous Deck, amidships in Wells, Angle [ or ]</b>	7 x 3 1/2 x 3 1/2 x 30	
Height of Brackets at side above base line at toe of frame	✓		(Ford, No. 3 Hold) " in way of Bridge, Angle [ or ]	8 x 3 1/2 x 3 1/2 x 30	
<b>Middle Line Keelson, on Floors, Angles, [ or ]</b>	✓		Spacing	36	
" " Through Plate or Intercostal Plate	✓		<b>Second Deck, amidships, Angle [ or ]</b>	9 3 1/2 x 3 1/2 x 36	
" " Foundation Plate on Floors	✓		Spacing	36	
" " Flat Plate Keel Angles	✓		<b>Third Deck, amidships, Angle [ or ]</b>	✓	
<b>Side Keelsons, No. each side</b>	✓		Spacing	✓	
" " thickness of Intercostal Plate	✓		<b>Fourth Deck, amidships, Angle [ or ]</b>	✓	
" " Angles	✓		Spacing	✓	
<b>DOUBLE BOTTOM. (2nd No. 3 Hold)</b>			<b>Fourth Deck, amidships, Angle [ or ]</b>	✓	
<b>Solid Floors, thickness and spacing</b>	.41 Alt. frames		Spacing	✓	
" " Are Frame and Reversed Frame joggled?	Frame only. except BK.		<b>Bridge Deck, Angle [ or ]</b>	8 3 .40	
<b>Bracket Floors, breadth and thickness at middle line</b>	32 x .41		Spacing	30 - 36	
" " breadth and thickness at margin plate	32 x .41		<b>Forecastle Deck, Angle [ or ]</b>	7 x 3 x 3 x 34 7 x 3 x 3 x 30	
			Spacing	48 x 54	



## 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, No. of Rows.....</b>									
<i>72k</i> in 'tween Decks, Size and Spacing.....				<i>2 1/2 @ 48" } 20 Rows to 137</i> <i>25 1/2 @ 54" }</i> <i>Extra wide kindless.</i>					
"    "    "    "    "    "									
in Holds    "    "				<i>Wide spaced as per approved plan</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>74</i>	<i>x</i>	<i>.69</i>	<i>72 x .72</i>					
"    "    "    "    in way of Bridge	<i>87</i>	<i>x</i>	<i>.49</i>	<i>87 x .47</i>					
"    "    "    "    Angle in Wells .....	<i>6</i>	<i>x</i>	<i>.74</i>						
Thickness of Plating abreast Deck openings in way of Wells .....	<i>.48</i>								
Thickness of Plating abreast Deck openings in way of Bridge .....	<i>.37</i>	<i>x</i>	<i>.48</i>	<i>.36 x .52</i>					
Thickness of Plating within line of openings...	<i>.37</i>	<i>x</i>	<i>.35</i>	<i>.39, .36, .32</i>					
If Sheathed, material and thickness .....									
<b>Second Deck.</b>									
Stringer Plate, breadth and thickness in Wells...	<i>72</i>	<i>x</i>	<i>.36</i>	<i>72 x .37</i>					
Stringer Plate, breadth and thickness in way of Bridge .....	<i>72</i>	<i>x</i>	<i>.39</i>	<i>72 x .35</i>					
Thickness of Plating abreast Deck openings in way of Wells .....	<i>.32</i>								
Thickness of Plating abreast Deck openings in way of Bridge .....	<i>.34</i>								
Thickness of Plating within line of openings...	<i>.44</i>	<i>x</i>	<i>.30</i>	<i>.44, .40 x .30</i>					
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 .....	<i>58</i>	<i>x</i>	<i>.34</i>						
Plating, Sheathing, material and thickness ...	<i>.30</i>	<i>x</i>	<i>.34</i>	<i>O.P. 2 1/2</i>	<i>.27, .30 x .34</i>				
<b>Bridge Deck.</b>									
Stringer Plate, breadth and thickness.....	<i>57</i>	<i>x</i>	<i>.47</i>	<i>55 1/2 x .45</i>					
Plating, <del>Sheathing</del> , material and thickness ...	<i>.47</i>			<i>.42 x .45</i>					
<b>Forecastle Deck.</b>									
Stringer Plate, breadth and thickness.....	<i>.34</i>								
Plating, <del>Sheathing</del> , material and thickness ...	<i>.34</i>								

## SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <i>7/6</i>			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jagged?	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 .....	<i>14 1/2</i>	<i>.72</i>	<i>.61</i>	<i>.61</i>		<i>Double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Four</i>	<i>1"</i>	<i>4</i>	<i>Lapped</i>	
"    DELG. (if any)	<i>r</i>	<i>r</i>	<i>r</i>	<i>r</i>		<i>✓</i>			<i>✓</i>			<i>✓</i>	
BOTTOM PLATING, No. of of Strakes .....	<i>A.B.C.D.</i> <i>70 1/2</i>	<i>.61</i>	<i>.55</i>	<i>(.52-.44)</i>		<i>Double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Four</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Lapped</i>	
BILGE PLATING, No. of Strakes .....	<i>60</i>	<i>.61</i>	<i>.49</i>	<i>.50</i>		<i>"</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Four</i>	<i>7/8</i>	<i>3 1/2</i>	<i>"</i>	
SIDE PLATING, No. of Strakes .....	<i>77</i>	<i>.59</i>	<i>.48</i>	<i>.50</i>		<i>"</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Three</i>	<i>7/8</i>	<i>3 1/8</i>	<i>"</i>	
UPPER DECK, Sheer- strake in Wells.....	<i>77</i>	<i>.62</i>	<i>increased to .855 at end of bridge</i>			<i>"</i>	<i>1</i>	<i>4</i>	<i>Four</i>	<i>1</i>	<i>4</i>	<i>"</i>	
UPPER DECK, Sheer- strake in Bridge .....	<i>77</i>	<i>.615</i>	<i>increased by owner from .59</i>			<i>"</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Four</i>	<i>7/8</i>	<i>3 1/2</i>	<i>"</i>	
STRAKE BELOW Sheer- strake in Wells.....	<i>77</i>	<i>.60 - .48</i>	<i>.50</i>	<i>.50</i>		<i>"</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Four</i>	<i>7/8</i>	<i>3 1/2</i>	<i>"</i>	
STRAKE BELOW Sheer- strake in Bridge ...	<i>✓</i>												
POOP SIDE PLATING .....	<i>86</i>	<i>.36</i>		<i>.36</i>		<i>Single</i>	<i>3/4</i>	<i>3</i>	<i>Double</i>	<i>3/4</i>	<i>2 5/8</i>	<i>Lapped</i>	
BRIDGE SIDE PLATING ...	<i>99</i>	<i>.57</i>	<i>increased by owner from .57-.52</i>			<i>Double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Four</i>	<i>7/8</i>	<i>3 1/2</i>	<i>"</i>	
FORECASTLE SIDE PLATING	<i>90</i>		<i>.38</i>			<i>Single</i>	<i>3/4</i>	<i>3</i>	<i>Double</i>	<i>3/4</i>	<i>2 5/8</i>	<i>"</i>	

## WATERTIGHT BULKHEADS.

<b>Total No. of W.T. BULKHEADS in Vessel—</b>					
Extending to Upper Deck (Sec. 3 c) .....				<i>Six</i>	
"    Deck next below .....				<i>One</i>	
As per Rule .....				<i>Six</i>	
	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
<b>MIDSHIP BULKH'D, Upper tween decks</b>	<i>109</i>	<i>.28</i>	<i>5 1/2 x 30</i>	<i>31</i>	<i>✓</i>
"    "    Second .....					
"    "    Third .....					
"    "    Holds .....	<i>109</i>	<i>.38</i>	<i>6 x 34</i>	<i>15 x 44 x 48</i>	<i>31</i>
<b>COLLISION</b> (in Hold) .....		<i>.46</i>	<i>6 x 30</i>	<i>6 x 3 x 38</i>	<i>24</i>
<b>AFTER PEAK</b> .....		<i>.45</i>	<i>6 x 30</i>	<i>8 x 3 x 40</i>	<i>30</i>

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar</b> .....	<i>✓</i>			
<b>STEM</b> .....	<i>Steel</i>	<i>9 1/2 x 7 1/2</i>	<i>Swanwick</i>	
<b>STERN FRAME</b> { Propeller Post .....	<i>F. 1. Steel</i>	<i>10 1/2 x 7 1/2</i>	<i>Denny</i>	
{ Rudder .....	<i>Do.</i>	<i>9 x 7 1/2</i>	<i>Forge.</i>	
<b>RUDDER—A x D.....</b>		<i>536</i>		
<b>Speed of Vessel.....</b>		<i>10 3/4 knots</i>	<i>Denny</i>	
<b>RUDDER</b> mainpiece at head ...		<i>10 3/4</i>	<i>Forge.</i>	<i>10 7/8</i>
"    "    heel ...		<i>7 1/2</i>		
"    "    how constructed .....	<i>F. 1. Steel</i>	<i>with shrink on arms.</i>		
"    "    double or single plate coupling, vertical or horizontal.....	<i>Single</i>	<i>.99</i>		

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

STEEL.

*David Colville Sons & Co (Open Heart Process)*  
Has the Steel been tested as required by the Rules? *Yes.*

Lloyd's Register  
Foundation



EQUIPMENT No. 33593

LETTER *y*

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.					
59877	1st Bower ...	61	0	0	.	.	.	48	17	2	0	60		Troyan Stockless,	S. Taylor & Son's	Dipton 23 <sup>rd</sup> Dec/26 W.A. Dwyer	
59868	2nd „ ...	60	1	0	.	.	.	48	10	0	0	60		Do Do,	Do.	Do 18 <sup>th</sup> Dec/26 Do.	
59870	3rd „ ...	50	2	0	.	.	.	42	13	3	0	50½		Do Do	Do	Do 26 <sup>th</sup> Dec/26 Do.	
	Collective weight.	171	3	0								170½					
59878	Stream .....	16	2	24	4	1	22	18	0	2	14	16½ Ex Stock		Rodgers.	S. Taylor & Son's	Dipton 23 <sup>rd</sup> Dec/26 W.A. Dwyer	

## CHAIN CABLES.

## HAWSERS AND WARPS.

Number and 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.		Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
3381	270	2 3/16	8 1/8	120 1/2	651 - 2 - 26	645 3/4.	270	2 3/16	Steel wire	5 Taylor Tombs & Co	Diagon 30 4 Dec/96	TOWLINE...	120	4 3/4	47	120	4 3/4.
Iron Stream (Chain on Steel Wire)		Cir.						Cir.				HAWERS & WARPS	20 90	8		20 90	8
	90	4 3/4		47			90	4 3/4				"	20 90	7		20 90	7

Steering Gear, Steam 10" x 10" by Hastie 16 1/2"  
2 @ 26.0 x 8.0 x 3.3

### Steering Gear, Hand

Emergency Tackle.

Boats 2 @ 25'0" x 7'9" x 3'2"

### Steering Chains, Size and Test

None.

Windlass  $7\frac{1}{2} \times 12$  by Clarke Chapman

**Ceiling in Holds, thickness and material** (*Ridge only*)  $2\frac{1}{2}$  inches

**Cargo Battens**, thickness, material and spacing *2" w. pine 9" horizontal 8 1/2" apart*

**Cargo Hatchways.**—(Upper Deck)

Steel Plate and angle.

### Thickness of Hatches

3 inches

Size of No. 1 Hatchway (Forward)  $24'-9" \times 18'-0"$  No. 2  $42'-0" \times 18'-0"$  No. (2A)  $12'-0" \times 18'-0"$  No. 3  $9'-0" \times 18'-0"$  No. 3A  $36'-0" \times 18'-0"$  No. 55  $24'-0" \times 18'-0"$

Number of **Shifting Beams** and/or ~~Fore and Afters~~

Four, Eight, One, One, one, Five and Four respectively.

*Builder's Signature*

H. S. Sweeney SECRETARY

## GENERAL DECLARATION

GENERAL DECLARATION This Vessel has been built in accordance with the approved plans, the Secretanys letters of various dates and in general conformity with the Societys rules. The materials and workmanship are good. The double bottom tanks and deep tank have been tested as required by the rules. The weather decks, bulkheads and tunnels have been tested with satisfactory results, the freeboards verified and the marks cut in on the Vessels sides. The bottom forward of  $\frac{3}{5}$  length has been strengthened in accordance with the rules. The deep tank is constructed to carry oil F.P. above  $150^{\circ}\text{F}$  and Section 35 of the rules complied with so far as applicable.

The approved plans as noted on back of report are forwarded herewith.

The amount of Entry Fee ..... \$ 9 : 0 : 0

Special Survey Fee.... £327 : 10 : 6.

Travelling Expenses, if any £

Fees applied for,

Received by me,

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

"Carrying Oil F.P. above  $150^{\circ}\text{F}$  in Deep Tank."

State whether the Vessel has been built under Special Survey

*Signature*

*Surveyor to Lloyd's Register of Shipping.*

Certificate ~~to be sent to~~

Date of issue.

Committee's Minute **GLASGOW** 17 MAY 1927

Character assigned - 100 A1.

5.27

Lloyd's acp

+ L M C 527

70

Carrying oil fuel F.P. above 150° in D.T.

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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.)

List of Plans.

Midship Section (as built). Forwarded in advance  
Midship Section  
Profile  
Decks.  
Strengthening of bottom forward  
Painting arrangements  
Pillars and Girders.  
Stem frame and Rudder  
Typical Tween deck pillar heads.  
Modification to decks aft and after end framing  
Alteration to Bridge front  
Demise Post  
Poop, & Bridge front bulkheads.  
Main deck in way of Boilers Casing  
After end framing  
Frame beam & bracket.  
Spar Riggings  
Deep Tanks.  
Bilge and ballast arrangements.  
Certificate for Tiller, Stem, Stem frame and Rudder.  
List of modified thickness of plating where special steel is used.

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 31 ft., R.Q.D. ✓ ft., Bridge 110.5 ft., Forecastle 37 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

No. and Material of Decks (this information is to be given as it should appear in the Register Book). 2 Dts steel

Official No. 149618 : Signal Letters Is bottom of Vessel coated with cement ✓ if not give particulars of composition ✓

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length.	Water Capacity.	Where Fitted.	*Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	126	310	Fore peak tank,	19.25	92
Double bottom, under Engines and Boilers,	47.5	187	After peak tank,	✓	✓
Double bottom, if under Engines only,			Deep tank, aft,	27.5	745
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	161.5	479	Other tanks, if fitted,		
Full length of double bottom = 335'-0"		Total capacity of double bottom 976	(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. 5149

Date 17.2.26

Dates of Surveys held while building

1926 Jan 28 Feb. 2.3.8.9.11.15.17.22.23.24.25.26 Mar 1.2.3.4.5.8.9.10.11.12.15.16.17.19.23.24.25.26 29 Apr. 1.2.8.27.28.29 May 11.12.13.14.20.21.28 June 27.14.18.23.25.28.30 July 6.8.9.13.27 Aug 5.11.12.17.18.19.26.30 Sep 2.7.8.10.13.14.16.21.22.23.29.30 Oct 4.5.6.7.11.12 Nov 5.8.26.29.30 Dec 1 (1927) Jan 13.21.27 Feb 18.23 Mar 14.21.22.31 Apr 4.19.20.22.23.29 May 4.12.

Total No. of Visits 111