

STEEL STEAMER ~~OF~~ MOTORSHIP.

-1 OCT 1932

Received at London Office...

State if Report has been sent on the Freeboard of the Vessel *Yes*State if Report is sent on the Machinery of the Vessel *Yes*

Date of completion of report

30th September 1932 Port of *Sunderland*

No. 31054

Survey held at

Sunderland

Date First Survey

6th April 1932

Last Survey

27 September 1932

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

Single Screw Steamer "TYNDALL" (Machinery Aft).

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

Full Scantling

State Type of Erections

Raised Quarter Deck, Bridge & Forecastle.

TONNAGE under Tonnage Deck...

*996.16*CLASS *100A1.*

State if with freeboard as condition of Class

ho

Built at

Sunderland

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 226.80

Launched

*20.7.32*Yard No. *325*

Total

Breadth (greatest moulded)

B 36.25

Builders

S.P. Austin & Son Ltd.

Gross Tonnage

1313.59

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

D 20.87

Owners

London Power Co. Ltd.

Register Tonnage

730.56

1st Longitudinal Number (L x D)

= 3960

Managers

Associated Companies Ltd.

2nd Numeral L x (B + D)

= 12181

Residence

Honeying Road, London S.W.

REGISTERED DIMENSIONS.

FEET.

Length

227.00

Breadth

36.45

Depth

15.45

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

17.91

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

*12.99*Do. *Ratio of Plating Deck to top of keel**10.86*

Draught Moulded

16.0

Port of Registry

London

If surveyed while building, afloat, or in dry dock

Building & afloat in Dry Dock.

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	27		Bracket Floors, Frame		
" " from <i>N° 84 Frame</i> to Collision bulkhead	24		" " Reversed Frame		
" " in peaks	23		" " Vertical Struts		
IDE FRAMING.			Centre Girder, depth and thickness amidships	32 1/2	40
Frame Amidships, <i>Upper Deck</i> <i>NBS. 3 33</i> <i>7 x 3 x 32</i>			" " top Angles <i>(Single)</i>	3	3 38
" " Extends up to <i>Upper Deck</i> <i>NBS. 3 42</i> <i>7 x 3 x 32</i>			" " bottom Angles <i>(Single)</i>	3 1/2	3 1/2 40
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	5 x 3 x 35	5 x 3 x 30
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	28	38
Depth of Framing Girder	6 1/2, 7, 7 1/2, 8 1/2		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	3	3 36
Frames in <i>Uppermost Continuous</i> tween Decks, Angle <i>NBS. 3 39</i> <i>5 x 3 x 37</i>			" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	6	6 37 5 6 x 6 x 36
" " <i>Second</i> tween Decks, Angle <i>NBS. 3 35</i> <i>5 x 3 x 30</i>			" " Gussets, spacing and scantling		<i>5 x 5 x 36 angles in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?</i>
" " Third " " "			" " Gussets, spacing and scantling forward 1/2 len. from stem		<i>Done as per approved plans.</i>
Framing in Peaks, Angle	5 1/2 3 30 5 1/2 x 3 x 29		Tank Side Brackets, height above base line at toe of Frame and thickness	49	36
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/4-4 1/2, 4 1/2 5 x 3 x 36		INNER BOTTOM PLATING.		
State if Frame Joggled	<i>NO</i>		Breadth and thickness of Middle Line Strake	76	50
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Deep framing 5 1/2 x 3 x 40 1/2</i> <i>thick plating 5 1/2 x 3 x 40 1/2</i> <i>in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?</i>		Thickness of remainder in Holds		50
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Midship thickness of two shades of plating 5 1/2 x 3 x 40 1/2</i> <i>plating 5 1/2 x 3 x 40 1/2</i> <i>of collision bulkhead</i> <i>Double frame 3 x 3 x 30 1/2</i> <i>7 3/4 L. 8 wide girder forward of plate practicable</i>		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?		<i>Yes</i>
ANGLE BOTTOM. (IN BOILER ROOM).			BEAMS.		
Floors, Depth and thickness at mid-line	22 49		Uppermost Continuous Deck, amidships	6 1/2	3 34
Height of Brackets at side above base line at toe of frame	<i>Single floor</i>		" " <i>Second</i> Deck, amidships, Angle <i>NBS. 3 39</i> <i>5 x 3 x 37</i>	4	3 30
Middle Line Keelson, on Floors, Angles	5 3 1/2 40		" " <i>HALF BEAMS</i> in way of <i>Double</i> Angle, <i>E = 3</i>		
" " Through Plate	28 50		Spacing	5 1/2	27 34
" " Intercoastal Plate	12 50		Third Deck, amidships, Angle, <i>E</i> or <i>E</i>		
" " Foundation Plate on Floors	3 1/2 3 1/2 48		Spacing		
" " Flat Plate Keel Angles <i>(Double)</i>	<i>one</i>		Fourth Deck, amidships, Angle, <i>E</i> or <i>E</i>		
Side Keelsons, No. each side	45		Spacing		
" " thickness of Intercoastal Plate	5 3 1/2 44		Poop Deck, Angle, <i>E</i> or <i>E</i>		
" " Angles <i>(Single)</i>			Spacing		
DOUBLE BOTTOM.			Bridge Deck, Angle, <i>E = 3</i>	5	3 34
Solid Floors, thickness and spacing	33 27		Spacing	5	27 34
" " Are Frame and Reversed Frame joggled?	<i>ho</i>		Forecastle Deck, Angle, <i>E = 3</i>	7 1/4	3 34
Bracket Floors, breadth and thickness at middle line			Spacing	23	
" " breadth and thickness at margin plate					

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.....	✓		Stringer Plate, breadth and thickness in way of Bridge CASINGS.....	38 x 36 ✓	
" " " " " " " " " " " "			Thickness of Plating abreast Deck openings in way of Wells.....	34 x 30 ✓	
" " " " " " " " " " " "			Thickness of Plating abreast Deck openings in way of Bridge.....	✓	
" " " " " " " " " " " "			Thickness of Plating within line of openings.....	40 x 30 ✓	
Centre Line Bulkhead.			If Sheathed, material and thickness.....	Sheathed in way of accom. aft with 5 x 2 1/2 p.p. ✓	
Stiffeners and Spacing.....	✓		Third Deck.		
Plating, thickness of.....	✓		Stringer Plate, breadth and thickness.....		
STRINGERS AND DECKS.			If Plated, state thickness.....		
Uppermost Continuous Deck.			Fourth Deck.		
Stringer Plate, breadth and thickness in Wells.....	7 1/2 x 56; 50, 44 ✓		Stringer Plate, breadth and thickness.....		
" " " " " " " " " " " "	60 x 67 x 56 ✓		If Plated, state thickness.....		
" " " " " " " " " " " "	5 x 5 x 54 ✓		Poop Deck.		
" Angle in Well.....	3 1/2 x 3 1/2 x 50 ✓		Stringer Plate, breadth and thickness.....		
Thickness of Plating abreast Deck opening in way of Wells.....	Shingle plate ✓		Plating, Sheathing, material and thickness.....		
Thickness of Plating abreast Deck openings in way of Bridge.....	30 ✓		Bridge Deck.		
Thickness of Plating within line of openings.....	30 ✓		Stringer Plate, breadth and thickness.....	33 x 30 ✓	
If Sheathed, material and thickness.....	2" w.w. in way of accous. ✓		Plating, Sheathing, material and thickness.....	26 2 1/2 p.p. ✓	
RAISED QUARTER Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells.....	20 x 41 ✓		Stringer Plate, breadth and thickness.....	Plating run straight out & sheath bulkheads ✓	
			Plating, Sheathing, material and thickness.....	30 inches with 3" p.p. ✓	

SHELL PLATING.

SCANTLINGS.						RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled?			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth. Inches.	Thickness. Inches.	Thickness. Inches.	Thickness. Inches.			Diam. Inches.	Spacing cr. to cr. Inches.		Diam. Inches.	Spacing cr. to cr. Inches.	
FLAT PLATE KEEL	60	51	47	51	47 aft	Double	$\frac{3}{4}$	3	3R full L	$\frac{7}{8}$	$3\frac{1}{8}$	Shapped
" <u>Base (if any)</u>	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
BOTTOM PLATING, No. of Strakes <u>TWO</u>	72	45	45	41		Double	$\frac{3}{4}$	3	3R-2R	$\frac{3}{4}$	$2\frac{5}{8}$	Lapped
BILGE PLATING, No. of Strakes <u>ONE</u>	70	45	37	41		"	"	"	"	"	"	"
SIDE PLATING, No. of Strakes <u>TWO</u>	54	45	45	41		"	"	"	2R full L	"	"	"
UPPER DECK, Sheer-strake in Wells.....	46	54	37	✓		"	$\frac{7}{8}$	$3\frac{3}{8}$	3R-2R	$\frac{7}{8}$	$3\frac{1}{4}$	$3\frac{1}{8}$
UPPER DECK, Sheer-strake in Bridge ...	BREAK 58 aft.					✓	✓	✓	✓	✓	✓	✓
STRAKE, BELOW Sheer-strake, in Wells.....	47	54	45	✓	37	"	$\frac{3}{4}$	3	2R	4	$2\frac{5}{8}$	"
STRAKE BELOW Sheer-strake, in Bridge ...	46	46	✓	37		"	"	"	3R-2R	"	"	"
FORECASTLE SIDE PLATING.....	43	48	✓	37		✓	"	"	"	"	"	"
BRIDGE SIDE PLATING...	✓	30	✓	✓		Single	$\frac{3}{4}$	3	Single	$\frac{3}{4}$	$2\frac{5}{8}$	Lapped
FORECASTLE SIDE PLATING	✓	✓	30	✓		"	"	"	"	"	"	"

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c) **THREE**

" { RAISED
QUARTER
Deck, ~~next~~ below Two

As per Rule *Four*

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		<i>Flat plate keel</i>		
STEM		<i>rolled Steel Bar 7 x 1 $\frac{3}{4}$</i>	<i>Goodingham</i>	
STERN FRAME {	Propeller Post	<i>Forging 6 $\frac{1}{2}$ x 5</i>	<i>J. S. Foster & Son</i>	
	Rudder	<i>— " — 8 $\frac{1}{2}$ x 5</i>	<i>Ld.</i>	
RUDDER—A x D		<i>158 x 90</i>	<i>The Sunderland</i>	
Speed of Vessel		<i>Made 10 knots.</i>	<i>Forge & Engineering</i>	
RUDDER mainpiece at head ..		<i>Forging 6 $\frac{1}{4}$</i>	<i>Co. Ld. & F</i>	
" " heel ...		<i>— " — 3 $\frac{1}{2}$</i>	<i>The Nottingham</i>	
" how constructed ...		<i>Forged & built</i>	<i>Steel Co. Ld.</i>	
" double or single plate		<i>double 44</i>		
" coupling, vertical or horizontal		<i>Horizontal</i>		

STIFFENERS.

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
<i>Boiler Room.</i>						
MIDSHIP BULK'D,	Upper tween decks	42-30	$8\frac{1}{2} \times 3 \times 42$	30	✓	✓
"	" Scantling "	✓	✓	✓	✓	✓
"	" Thin "	✓	✓	✓	✓	✓
"	Holds (DEEP TANK)	40-30	$8 \times 3 \times 46$	34	✓	✓
			$51 \times 3 \frac{1}{2} \times 49$	NBS.		
COLLISION	(in Hold)	39-30	$7 \times 6 \times 46$	26	✓	✓
			$6 \times 3 \times 32$			
AFTER PEAK	"	50-30	$4 \times 3 \times 36$	24	✓	✓

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

STEEL. Steel Plates. - Consett Iron Co; South Durham Steel Co.

Steel Angles. - Consett Iron Co; Norman Long & Co; Cargo Fleet Steel & Iron Co.

Has the Steel been tested as required by the Rules? Yes.

-1 OCT 1932

EQUIPMENT No 12937.43										LETTER 0		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.				
34106	1st Bower ...	28	0	14	Stockless			27	4	1	14	28	} Byers Improved Stockless	Not stated	Sld, 31.5.32, Butler	
34120	2nd „ ...	28	0	7	—	—		27	4	1	14	28		—	—	—, 10.8.32, Green
34143	3rd „ ...	24	0	14	—	—		23	19	2	21	24		—	—	—, 18.8.32, Butler
	Collective weight.	80	1	7								80				
34126	Stream	8	3	21	Stockless			11	2	2	0	8 ³ / ₄	Byers Improved Stockless, Not stated		Sld, 11.8.32, Green	

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.		Supplied.	Per Rule.			Length.	Diam.					Length.	Cir.		Length.	Cir.	
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.				Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
47474	240	1 9/16	43 9/10	61 7/10	299	1	0	298 3/4	240	1 9/16	Stud	Not stated	E.H. 16.8.32, Paul	TOWLINE	90	3 1/4	21.7	90	3 1/4
														HAWSERS & WARPS	2290	2 1/4	10.8	90	2 1/4
															2290	1 3/4	6.4	90	1 3/4
47333																			
Iron Stream Chain	75	1	18	27	38	1	19	38 1/4	75	1	Stud	Not stated	E.H. 6.6.32, Paul						
Steel Wire																			

Steering Gear, Steam *Rankin & Co. (Telemotor Control)* Steering Gear, Hand *Blocks & Tackle operated from aft* (winch.)
Boats *2 lifeboats 19'0" x 14'0"* Steering Chains, Size and Test *7/8 dia. - 9 1/2 tons* Windlass *Steam-Blake Chapman*
Ceiling in Holds, thickness and material *2 1/2" w.w. steel plates only* Cargo Battens, thickness, material and spacing *Done. (Owner approval)*
Cargo Hatchways. (Upper Deck) *Steel plates, stiffeners & stays as approved. Thickness of Hatches 3"*
Size of No. 1 Hatchway (Forward) *43'6" x 24'0"* No. 2 *33'9" x 24'0"* No. 3 *33'9" x 24'0"* No. 4 *23'6"* No. 5 *✓* No. 6 *✓*
Number of Shifting Beams, and for Fore and Aft *No 1-6; No 2+3=5.*

FOR S. P. AUSTIN & SON, LIMITED.

Builder's Signature

F. W. Dugdale
DIRECTOR

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel *no* (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.

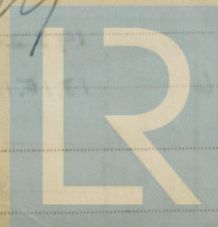
This vessel has been constructed in accordance with the approved plans, the Rules, & Secretary's letters. The materials & workmanship are good. The freeboard has been verified & the marks cut in on the vessel's sides. The double bottom tanks, peak tanks, & deep tank amidships have been satisfactorily tested. The decks & bulkheads have been hose tested, windlass & steering gear tried under working conditions, & all found satisfactory.

The following approved plans are in the London Office, copies of which are being retained for reference in dealing with the present vessel. Vign: Midship Section, Profile & Decks, Midship Deep Tank, Fore End & Panting Arrangement (Amended), Strengthening of Bottom Forward, Alternative Tank Gunter, Machinery Casings & Funnel Supports, Bulwarks & Fencing Ports,

The amount of Entry Fee £ *5* : : : Fees applied for, *18 SEP. 1932*
Special Survey Fee.... £ *131* : *8* : : Received by me, *11.10.1932*
Freeboard £10:0:0
Travelling Expenses, if any £ *✓* : *✓* : *✓*
State whether the Vessel has been built under Special Survey *yes* Signature *James Dickie*
Certificate to be sent to *Sunderland* Date of issue *14/10/32* Surveyor to Lloyd's Register of Shipping.

Committee's Minute *7 OCT 1932*
Character assigned *+ 100A1*

Wrote Sd Lloyd's arch, + Lmb 9.32
" fls large battens not fitted
7.10.32



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Lloyd's Register
Foundation

0267 212

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.)

Centre Gunter Tank Ends etc. in Machinery Spaces, Raising List, Stem Frame & Rudder, Rudder (Amended), Fore Hatch (Amended), & Pumping Arrangement.

The Midship Section & Profile & Decks—as built—are forwarded herewith, together with Forging Reports of Stem Frame, Rudder, & Tiller.

The vessel was placed in Messrs Austin's Dry Dock on the 22nd September & the bottom cleaned & examined & found in good condition.

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

1st Bower	19.2.21; M.B.; 9669; 29.4.32.
2nd "	19.2.14; M.B.; 9671; 29.4.32.
3rd "	17.1.0; M.B.; 9659; 29.4.32.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. 138.0 ft., Bridge 15.75 ft., Forecastle 21.33 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) 1-DECK (SK)

Official No. 162766 : Signal Letters ☒
particulars of composition ☒

Is bottom of Vessel coated with cement *Engine & Boiler space only* if not give particulars of composition

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	90.00	212	Fore peak tank,	20.83	142
Double bottom, under Engines and Boilers,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	After peak tank,	11.50	28
Double bottom, if under Engines only, (AFT)	22.50	34	Deep tank, at AMIDSHIPS.	{ 9.0 AT TOP }	107
Double bottom, if under Boilers only,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Deep tank, forward,	{ 4.5 AT BOTTOM }	<input checked="" type="checkbox"/>
Double bottom, forward,	60.75	122	Other tanks, if fitted,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Total capacity of double bottom		368	(If necessary, furnish further information by sketch.)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

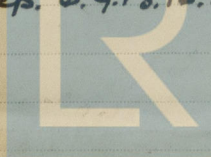
* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No 5766

Date 21.3.32

Dates of Surveys held while building

1932. Apr. 6, 10, 20, 26, 29. May. 4, 12, 13, 18, 23, 26, 30. June 8, 20, 29. July 1, 6, 11, 12, 13, 15, 18, 20, 27, 29. Aug. 3, 11, 18, 23, 24. Sep. 6, 9, 13, 16, 20, 21, 22, 26, 27.



Lloyd's Register
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Total No. of Visits 39