

STEEL STEAMER or MOTORSHIP.

Received at London Office 12 SEP 1931

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 10 September 1931.

Port of Barrow.

No. 24114

Survey held at Barrow.

Date First Survey 25th February 1930 Last Survey 1/9 1931

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

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

Complete Superstructure

State Type of Erections

Bridge & Forecastle and upper Bridge on upper Deck.

TONNAGE under Tonnage Deck

12645.26

CLASS 100 A1.

State if with freeboard as condition of Class

Yes.

Built at Barrow.

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 630

Launched 5th February 1931 Yard No. 663.

Builders Vickers Armstrong & Co Ltd

Total

12645.26

Gross Tonnage

22547.14

Register Tonnage

13620.02

Breadth (greatest moulded)

B 80

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

D 46.5 to E dk 37.5 to F dk

D = 44.0

1st Longitudinal Number (L x D)

= 27720

2nd Numeral L x (B + D)

= 78120

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

G dk 24.94 H " fwd 15.44 x 16.87 H " aft 14.47 x 16.60

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

E dk 13.55

Do. Long Bridge to top of keel

O dk 11.51 C " 10.00

Draught Moulded

29.0

Managers

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

Residence

Port of Registry London.

If surveyed while building, afloat, or in dry dock

While 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	33		Bracket Floors, Frame	4 3 1/2 50	
" " from 3/4 length to Collision bulkhead	27		" " Reversed Frame	4 3 1/2 42	
" " in peaks	24		" " Vertical Struts	" " "	
<i>All sections New British Standard.</i>					
SIDE FRAMING.			Centre Girder, depth and thickness amidships	52 1/2 x 40 1/2 56	
Frame Amidships, Angle, E or F	10 3 1/2 40		" " Duct Keel, fwd 2 @ 178	" 58	
" " Extends up to	F deck		" " top Angles	4 4 69	
Reversed Frame Amidships, Angle	4 3 1/2 40 Fore Holds		" " bottom Angles	5 5 45	
" " Extends up to	6 3 1/2 40 Eng Room & N 4 Hld.		Side Girders, No. each side and thickness	Three 49	
Depth of Framing Girder	10 fwd 12 Eng Rm & N 4 Hld.		Margin Plate depth (excl. of flange) and thickness	Level 68 except in Eng Rm. 48.68	
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	6 3 1/2 40		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	6 6 54	
" " Second 'tween Decks, Angle, E or F	6 1/2 F 10 x 3 1/2 40		" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	22-7/8 Rivets 16-7/8 in E.R.	
" " Third " " "	H 1.6 do.		" " Gussets, spacing and scantling abaft 1/4 len. from stem	29-7/8 Rivets	
Framing in Peaks, Angle or F	10 3 1/2 40		" " Gussets, spacing and scantling forward 1/4 len. from stem	in Eng Rm. Every 8-7/8 Rivets	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	1" @ 6"		Tank Side Brackets, height above base line at toe of Frame and thickness	96 1/2 x 54 80 x 52 in Eng Room	
State if Frame Joggled	Yes.		INNER BOTTOM PLATING.		
FRAMING ARRANGEMENTS (Sec. 7), state Deep Frame system and particulars	3 Stringers 16 x 50 fwd Hold below H deck. 8 x 4 x 54 face L 36 x 40 plate Stringer in Peak.		BEAMS.		
TRENGTHENING OF BOTTOM FORWARD. State Particulars	2 additional 1/2 Height Girders. Frames single 6 x 6 x 54 Bottom plating & Riveting as per Rule.		E Uppermost Continuous Deck, amidships	8 x 3 1/2 x 3 1/2 34 52	
DOUBLE BOTTOM.			" " in Wells, Angle, E or F	do	
Floors, Depth and thickness at mid-line in Holds			" " in way of Bridge, Angle	C or F	
Height of Brackets at side above base line at toe of frame			Spacing	33	
Middle Line Keelson, on Floors, Angles, E or F			F Second Deck, amidships, Angle, E or F	8 x 3 x 3 34 44	
" " Through Plate or Intercoastal Plate			Spacing	33	
" " Foundation Plate on Floors			G Third Deck, amidships, Angle, E or F	8 x 3 x 3 34 44	
" " Flat Plate Keel Angles			Spacing	33	
Side Keelsons, No. each side			H Fourth Deck, amidships, Angle, E or F	8 x 3 x 3 34 44	
" " thickness of Intercoastal Plate			Spacing	33	
" " Angles			D Deep Deck, Angle, E or F	8 x 3 1/2 x 3 1/2 34 52	
SOLID FLOORS, thickness and spacing	49 Alternating frames & Every frame under Engines & fwd of 3/5 L.		Spacing	33	
" " Are Frame and Reversed Frame joggled?	Yes.		C Bridge Deck, Angle, E or F	8 x 3 1/2 x 3 1/2 34 52	
Bracket Floors, breadth and thickness at middle line	3' 4" x 49		Spacing	33	
" " breadth and thickness at margin plate	9' 6" x 49 & 1/2 maintain maximum frame span of 5' 0"		Forecastle Deck, Angle, E or F	8 3 1/2 44 8 3 1/2 36	
			Spacing	27 x 24	

PILLARS AND DECKS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....	<i>Four.</i>	
" in 'tween Decks, Size and Spacing.....	<i>Widely spaced solid round pillars as approved.</i>	
" " " " "		
" in Holds " " "	<i>Widely spaced. Hollow. [Diagram]</i>	
" " " " "	<i>pillars as approved.</i>	
Centre Line Bulkhead.		
Stiffeners and Spacing.....		
Plating, thickness of		
STRINGERS AND DECKS. See approved deck plans.		
E Uppermost Continuous Deck.		
Stringer Plate, breadth and thickness in Wells	<i>Forward 67 x 1.22 + 78 x .92 adjacent aft 83 x 1.18 + 86 x .86 " + Doublings at Breaks. 10 46 1/2 x .50 Ends.</i>	
" " " , in way of Bridge	<i>57 1/2 x .48</i>	
" Angle in Wells	<i>4 4 1.0 1.6 x 6 x .90 - 70 6 5 5 .40 Ends.</i>	
Thickness of Plating abreast Deck openings in way of Wells	<i>Forward 86 x .80 10 40 Ends. aft 80 10 40 Ends.</i>	
Thickness of Plating abreast Deck openings in way of Bridge	<i>.44 .46 x .36.</i>	
Thickness of Plating within line of openings.	<i>Leakoid. in Accom d'n</i>	
If Sheathed, material and thickness	<i>2 1/2 leak exposed.</i>	
F Second Deck.		
Stringer Plate, breadth and thickness in Wells...	<i>57 1/2 x .54 10 45 x .40</i>	
Stringer Plate, breadth and thickness in way of Bridge	<i>57 1/2 x .44</i>	
Thickness of Plating abreast Deck openings in way of Wells	<i>.50 .48 x .46 10 .36 end</i>	
Thickness of Plating abreast Deck openings in way of Bridge	<i>.40</i>	
Thickness of Plating within line of openings..	<i>.38 x .36. Leakoid</i>	
If Sheathed, material and thickness	<i>2 1/2 Teak where exposed</i>	
Third Deck. G.		
Stringer Plate, breadth and thickness.....	<i>57 1/2 x .44 x .46. 10 45 x .40</i>	
If Plated, state thickness.....	<i>.38 x .42 10 .36.</i>	
Fourth Deck. H.		
Stringer Plate, breadth and thickness.....	<i>57 1/2 x .34</i>	
If Plated, state thickness	<i>.30</i>	
Bridge Deck. D		
Stringer Plate, breadth and thickness	<i>57 1/2 x .55 } Increased at break of C as approved</i>	
Plating, Sheathing, material and thickness ...	<i>.51</i>	
Upper Bridge Deck. C		
Stringer Plate, breadth and thickness.....	<i>85 1/2 x .78</i>	
Plating, Sheathing, material and thickness ...	<i>.58 x .56. 2 1/4 Teak sheathed where exposed.</i>	
Forecastle Deck.		
Stringer Plate, breadth and thickness.....	<i>39 x .44</i>	
Plating, Sheathing, material and thickness ...	<i>.34 .46 under Windl. 3" Teak sheathed.</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?	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	59½	1.07	.94	.94		Double	1½	4 pairs per frame space.	3	1½	4½	Double Strap	
" " " at Duct Keel.	"	1.28	1.13	-		do				1¼	5	do	
„ DBLG. (if any)													
ABCDE BOTTOM PLATING, No. of Strakes5.....	84 87	.82	.62	.62		Double	1"	8 pairs per frame space.	4	1	4	lapped	
BILGE PLATING, No. of Strakes1.....	84	.82	.62	.62		do	1"	do	4	1	4	do	
SIDE PLATING, No. of Strakes5.....	66½ 86	.75	.57	.57	3 Straps Treble Forward 145/16 Aft 27/96	Double	1"	do	4		4	do	
UPPER DECK, Sheer- strake in Wells.....	80	1.12	.57	.57		double	1½	7½ 8 pairs per frame space.	3	1½	4½	Double Strap	
UPPER DECK, Sheer- strake in Bridge ...	76	.75	-	-		do	1	5 pairs per frame space.	4	1	4	lapped	
STRAKE BELOW SHEER- strake in Wells.....	67	1.05	.57	.57		do	1½	7½ 8 pairs per frame space.	5	1½	5¼	lapped	
STRAKE BELOW SHEER- strake in Bridge ...	69	.75	-	-		do	1	8 pairs per frame space.	4	1	4	lapped	
POOR SIDE PLATING	81	.74	-	-		do	1	do	4	1	4	do	
BRIDGE SIDE PLATING ...	65	.78 ¾	-	-		do	1	do	4	1	4	do	
FOREC'TLE SIDE PLATING	66 958	.52	-	-		Single	¾	3½	1	¾	3½	do	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	//
Extending to Upper Deck (Sec. 3 c).....	1 Collision.
„ Deck next below.....	10
As per Rule.....	10.

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from report approved plan, or to be noted.
KEEL, Bar	Flat plate Keel.			
STEM	M.S. Plates Cast Steel " Rolled Bar	1/2 Appd Plan. 12 x 3 1/2	Castings by Beardmore Vickers Armstrong	
STERN FRAME {	Propeller Post Brackets Cast Stl	1/2 Appd Plan		
{	Rudder Post & Cut ups do	do	do	
RUDDER—A	252 lb underhung semi balanced			
Speed of Vessel (Sea) ... 20	Forged Ingot Steel.	18 1/2 1/2 14 1/2	W. Beardmore.	
RUDDER mainpiece at head ...				
" " heel ...				
" how constructed	Cast Steel. Name.		Vickers Armstrong.	
" double or single plate	Double . 40			
" coupling, vertical or horizontal	Horizontal.			

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Steel Co of Scotland, Dorman Long, Besse Martin, David Colville, Open hearth process.*

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

EQUIPMENT No. 86469

LETTER *pt*

ANCHORS.

Any Departure Approved Plans be noted.	Number of Anchors.	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.				
	255	1st Bower	143	0	21	do			82	5			137		Dreadnaught Type.	S. Taylor & Sons Brierley Hill	Netherlon 24/12/30 H Green.
	250	2nd "	141	1	8	do			81	12	2		137		do	do	Netherlon 23/12/30 H Green.
	2270	3rd "	121	0	14	do			45	4	2		116		do	do	Netherlon 21/12/31 H Green.
		Collective weight.	405	2	15								390				
	2230	Stream	55	2		do			45	13	3		53-0-14		Halls latest improved Type.	H. Hingley T. Sons	Netherlon 13/12/30 H Green.

CHAIN CABLES.

HAWSERS AND WARPS.

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.	
		Supplied.	Per Rule.						Length.	Cir.		Length.	Cir.
Fathoms.	Ins.	Tons.	Tons.	Fathoms.	Ins.				Fathoms.	Ins.	Tons.	Fathoms.	Ins.
6166	165 3 5/16	165 8/20	231 10/20	920-1-0		do	Netherlon 12/2/31 H Green.	TOWLINE	150	8	148 16/20	140	4
6164	165 3 5/16	do	do	919.3-20		do	Netherlon 17/2/31 H Green.	HAWSERS & WARPS	2@100 SW	4 1/2	43 6/20		
	330			1840-0-20					2@100 SW	4	44 18/20	6@	2 3/4
									2@60 SW	3 1/2	35 4/20		
									2@100 SW	3 1/2			
	150 6 1/2	112 6/20				Special Flexi	British Rope, Ltd						

Increased at break of C as approved
here exposed.

Steering Gear, Steam Brown Bros. Electric Hydraulic 4 Rams. 2 Motors. Steering Gear, Hand Telemotor & local hand control

Boats 12-30-0-10-6-4-4 Lifeboats
4-30-0-10-0-4-3 "
2-24-0-4-9-3-0 "
2-30-10-10-0-4-3 Motor "

Steering Chains, Size and Test ✓

Windlass Clarke Chapman's Electric
Booster Control.

Reeling in Holds, thickness and material None. Cargo Battens, thickness, material and spacing 6" 2. WP. 9" apart

Cargo Hatchways.—(Upper Deck) Steel Cuamings Thickness of Hatches 3/4 Steel or 3" Wood.

Size of No. 1 Hatchway (Forward) 13'6" x 16'0" No. 2 19'6" x 16'0" No. 3 19'3" x 16'0" No. 4 12'9" x 16'0" No. 5 13'9" x 16'0" No. 6 13'9" x 16'0"

Number of Shifting Beams and/or Fore and Afters Nos 1, 2 & 3 Hatches - 4 fore & aft beams I, Nos 4, 5 & 6 - 1 Trans. Shifting beam.

FOR VICKERS-ARMSTRONGS LIMITED.

Builder's Signature Hubert Thompson DIRECTOR.

GENERAL DECLARATION. It should be stated (a) whether the vessel 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.

The vessel has been built under Special Survey in accordance with approved plans, Secretary's letter and the Board's Rules; the materials and workmanship are good and to my satisfaction.

The fore and after peak tanks, double bottom tanks, cofferdams, oil fuel bunkers, dup tanks, Berks and waterways. Watertight bulkheads, watertight doors hand pumps windlass & steering gear have been

tested in accordance with Rule requirements and found satisfactory. The vessel is fitted for the carriage and

burning of oil fuel FP above 150°F the following compartments being to Rule requirements for that purpose.

Oil fuel bunkers at sides and double bottom under Boiler Rooms and Refrigerating Machinery Rooms.

The following compartments are insulated for the carriage of frozen cargoes but the decks are not

strengthened for lashing meat:— Nos 2 & 3 Hatches to 6 deck. The freeboard, assigned by Board of Trade

has been cut in on vessel's sides and verified. The Welin-Mackham darts have been apparently

filled on board and satisfactorily tested.

The amount of Entry Fee £ 12 : - : - Fees applied for, 10/9 1931

Special Survey Fee £ 606 : 13 : 9 I am of opinion the Vessel should be Classed 100 A1

Balance of fee 73 : 0 : 0 Received by me, 22.9.31

Travelling Expenses, if any £ 1 : 3 : 6 22/11/32

State whether the Vessel has been built under Special Survey No.

Certificate to be sent to BARRON. Date of issue 28/9/31

Committee's Minute B.T.H. Rugby

Character assigned + 100 A1 With freeboard

Lloyd's aror. + Lmb 9.31 2D, CL.

note elec drive 4 Water Tube Boilers 425 H

Went's Els 18/9/31 Fitted for oil fuel 9.31 2D above 100°F

S.B. 100 H

Lloyd's Register Foundation

00192

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 approved plans forwarded herewith.

Walter Muchallan Davis 14/2

Midship Section

Modification to margin brackets

Profile - Planing Arrangement & Bottom Strengthening

Scheme of Transverse framing

Hyd. framing plan (40148)

Deck Plans C D & E

" " F G & H.

Scheme of Riveting.

Stem frame & cut up

Outline of Rudder

Rudder Plans

Stem

Shaft brackets

Rudder bearing

Based framing

Cruiser Stern

Pillars & Girders 2 plans

" " " in Boiler Room

Supports under Bridge frame

Beam brackets in Insulated spaces & 3rd Class dining Saloon

Hatchways & Trunks.

Details flush Hatch E deck

Oil fuel tanks

" " " Modifications

" " " An overflow arrangement

Topside plating

Garage way Doors

" " Modifications

Superstructures

Turbo Alternator Sealings 2 plans

Propelling motor & Thrust shaft 2 plans

Extensive treble riveted seams

Equipment particulars

Swedged Bulkheads 2 plans

Thermotank roomings E deck.

Mast Plans

Ventilation & Access to Deck Keel etc.

Please return plans to Barron for guidance in completing survey of Sister Vessel.

Midship section as built will be forwarded as soon as received from Builders.

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

1st Bower	Ingot Steel Anchor Head	Wt. 98-0-4
2nd "	" " " "	" 94-3-22
3rd "	" " " "	" 85-0-7.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge 347 ft., Forecastle 74.7 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ☒ Upper Bridge 304' Deck 5

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 3 Dks (Stl-weather dks) 4th Dk (SEI) in holds.

Official No. 162619 : Signal Letters LHFV Is bottom of Vessel coated with cement part cement if not give particulars of composition (Duct Keel forward of Mch Space.)

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	118.25	451	Fore peak tank,		
Double bottom, under Engines and Boilers,	154.0	1110	After peak tank,		115
Double bottom, if under Engines only,			Deep tank, aft, abaft Eng Room.	27	198
Double bottom, if under Boilers only,			Deep tank, forward, in Tunnel. Tanks in way of		818
Double bottom, forward,	234.75	1011	Other tanks, if fitted, D.Ts alongside & forward of Boiler Room. at		132
Total capacity of double bottom		2572	(If necessary, furnish further information by sketch.)		1980
* The wells are not to be included in the lengths of the tanks.					
507.00					

Order for Special Survey No. 663

Date

Dates of Surveys held while building

1930 Feb 25. 25. Mar 7. 11. 14. 24. 27. 28. Apr 1. 2. 3. 4. 7. 8. 9. 10. 11. 14. 16. 17. 23. 24. 25. 28. 29. 30. May 1. 5. 7. 15. 22. June 16. 23. 24. 26. July 1. 2. 3. 5. 9. 11. 14. 15. 16. 17. 22. 23. 24. 25. 26. 29. 30. Oct 1. 2. 3. 6. 7. 8. 9. 10. 13. 14. 15. 16. 17. 20. 21. 22. 24. 25. 26. 28. 29. 31. Nov 3. 14. 5. 7. 10. 11. 12. 13. 14. 17. 18. 19. 21. 25. 27. 28. Dec 1. 4. 5. 8. 10. 11. 13. 17. 18. 19. 22. 1931 Jan 2. 5. 6. 7. 9. 12. 13. 14. 15. 16. 19. 20. 21. 22. 23. 26. 28. 29. 30. Feb 2. 3. 4. 5. 6. 7. 9. 13. 16. 17. 18. 19. 20. 23. 24. 26. Mar 2. 3. 6. 9. 10. 11. 12. 13. 16. 17. 18. 23. 24. 25. 26. Apr 1. 7. 8. 9. 15. 16. 23. 24. 27. 28. 29. 30. May 1. 4. 7. 5. 12. 13. 14. 15. 19. 20. 21. 22. 24. 27. 28. June 1. 2. 4. 8. 9. 11. 12. 15. 17. 22. 25. 26. 29. 30. 31. Aug 1. 4. 12. 14. 16. 18. 19. 20. 24. 25. 26. 27. 28. 29. 30. 31. Sept 1

Total No. of Visits

219