

Rpt. 1.

WRECK
SECTION

No. 867C

STEEL STEAMER or MOTORSHIP.

10 FEB 1934

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

WRECK
SECTION

No. 867C

No. 11,226

Date of completion of report

2nd February 1934

Port of

Belfast

Survey held at

Belfast

Date First Survey

23rd Feb 1933

Last Survey

1st February

1934

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

Twin Screw Motor Vessel "151 PINGO"

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

Complete Superstructure without Tonnage Openings

State Type of Erections

Incastles

TONNAGE under Tonnage Deck

5943.56

CLASS

+100 A-1

State if with freeboard as condition of (Vass)

Yes.

Built at

Belfast

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Length from fore part of stem to after part of stern

L 400.0

Breadth (greatest moulded)

B 54.0

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

D 34.0

1st Longitudinal Number (L x D)

= 14400

2nd Numeral L x (B + D)

= 34200

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

16.62

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

10.82

Draught Moulded

25' 0 3/4

Launched

7 October 1933

Yard No. 530

Builders

Wigham, Clark (1928) Ltd.

Owners

The Bank Line Ltd

Managers

Andrew Watt & Co

Residence

London

Port of Registry

Belfast

If surveyed while building, afloat, or in dry dock

Yes.

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	36		Bracket Floors, Frame	7 3/2 33	6 1/2 x 3 x 40
" " from 1/2 length to Collision bulkhead	24		" " Reversed Frame	7 3 33	6 x 3 x 40
" " in peaks	0-4 22 24 4-5 30 5-9 24 9-10 30	24"	" " Vertical Struts	10 x 3 1/2 x 3 1/2 x 42	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	43 55	
Frame Amidships, Angle	11 3 1/2 43	10 1/2 x 3 1/2 x 48	" " top Angles	double 3 1/2 3 1/2 53	
" " Extends up to	3rd deck with wing 3rd 16 2nd deck		" " bottom Angles	double 4 3 1/2 59	
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	one 41	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	36 55	
Depth of Framing Girder			" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	8 1/2 3 1/2 43	
Frames in Uppermost Continuous 'tween Decks, Angle	Y 3 1/2 33	6 1/2 x 3 1/2 x 36	" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	3 1/2 3 1/2 43	
" " Second 'tween Decks, Angle	Y 3 1/2 33	6 1/2 x 3 1/2 x 36	" " Gussets, spacing and scantling abaft 1/2 len. from stem	46 continuous	
" " Third " " "			" " Gussets, spacing and scantling forward 1/2 len. from stem	40 continuous	
Framing in Peaks, Angle	7 1/2 3 1/2 36		Tank Side Brackets, height above base line at toe of Frame and thickness	69 44	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 4 1/8		INNER BOTTOM PLATING.		
State if Frame Joggled	Yes.		Breadth and thickness of Middle Line Strake	52 1/2 51	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	dup framing 11 x 3 1/2 x 43 L 2 Struts 6' 0" apart, no plate 6' 3 1/2 x 40 L 2 L Girders 3' 4" apart	10 1/2 x 3 1/2 x 58 15 4 5	Thickness of remainder in Holds	46	
STRENGTHENING OF BOTTOM FORWARD. State Particulars			Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. space and framing in Boiler and Boiler Room?	Yes.	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid line in Holds			Uppermost Continuous Deck, amidships in Wella, Angle	9 3 1/2 38	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle		
Middle Line Keelson on Floors, Angle	E or F		Spacing	36"	
" " Through Plate on Intercostal Plate			Second Deck, amidships, Angle	10 3 1/2 40	
" " Foundation Plate on Floors			Spacing	36	
" " Flat Plate Keel Angles			Third Deck, amidships, Angle	10 3 1/2 40	
Side Keelsons, No. each side			Spacing	36	
" " thickness of Intercostal Plate			Fourth Deck, amidships, Angle		
" " Angle			Spacing		
DOUBLE BOTTOM.			Deep Deck, Angle		
Solid Floors, thickness and spacing	4 1/2 36	3 1/2 x 39	Spacing		
" " Are Frame and Reversed Frame joggled?	Yes.		Bridge Deck, Angle		
Bracket Floors, breadth and thickness at middle line	33 41		Spacing		
" " breadth and thickness at margin plate	54 41		Forecastle Deck, Angle	8 3 38	
			Spacing	24 1 24	

WRECK
SECTION
No. 867C

EQUIPMENT No. 39908

LETTER a7

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.
93043	1st Bower	Cwts. 65 3 -	qrs. -	lbs. -	51 4 2 -	Cwts.	Hypos type	Kishoten 23/5/33. H. G. Allen.
93044	2nd "	65 2 -	-	-	51 5 - -	-	do } stock.	do
93042	3rd "	65 0 14	-	-	51 2 2 -	-	do } lcs.	do
	Collective weight.	196 1 14	-	-	194 2	-	-	-
93046	Stream	24 2 -	-	-	24 6 1 -	19 cc. stock	Hypos type. Stockless	Kishoten 26/5/33. H. G. Allen.

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.	Statutory. Break-ing.	Supplied. Per Rule.	Length. Diam.					Length. Cir.	Tons.	Length. Cir.
86811	135 2 5/8	96 1/4 134 3/4	361. 2-18	270 2 5/8	Slid	H. W. Lloyd & Sons Ltd.	Kishoten 30/6/33. H. G. Allen.	TOWLINE	120 5 1/2	40.9	120 4 1/4
86812	135 2 5/8	96 1/4 134 3/4	361. 2-11		Link	do.	do.	HAWSERS & WARPS	2-90 2 3/4	21.1	2-90 2 3/4
									2-90 2 1/2	14.7	2-90 2 1/2
Iron Stream Chain or Steel Wire	90 4 3/4	64.6	-	90 5 1/2	6/12	British Rope Co. Ltd.				?	

Steering Gear, Steam *Kishoten electric hydraulic with two independent sets of main & motors* Steering Gear, Hand *Tellmotor* Windlass *Wharton, Walker, Sunderland & Co.*

Boats *10 @ 29'3"; 2 @ 25'0"* Steering Chains, Size and Test *420 3/4*

Ceiling in Holds, thickness and material *2 1/2" W.P. in way hatch only + steel bridges* Cargo Battens, thickness, material and spacing *2 1/2" W.P. 8" apart.*

Cargo Hatchways. (Upper Deck) *Steel plates 4 angles.* Thickness of Hatches *2 3/4" W. Pine.*

Size of No. 1 Hatchway (Forward) *22'6" x 18'0"* No. 2 *30'0" x 18'0"* No. 3 *9'0" x 15'0"* No. 4 *24'0" x 18'0"* No. 5 *21'0" x 18'0"* No. 6 *✓*

Number of Shifting Beams and/or Fore and Afters *0 4; ② 5; ③ 1; ④ 4; ⑤ 4.*

Builder's Signature

F. Cunningham

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel *oil engines & oil fired industrial boilers.* (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *Vegetable oil in deep tanks.* The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

This vessel has been built in accordance with the approved plans, the Secretary's letters of various dates and in general conformity with the requirements of the Rules. The workmanship & materials are good. The double bottom tanks, cofferdams, peak and deep tanks have been tested as required by the Rules with satisfactory results and the swashers decks and W.Y. Bulkheads satisfactorily have tested. The steering gear, windlass, bridge pumps, hand pumps, and W.Y. doors have been tried and found satisfactory. The freeboard has been verified and cut in on the vessel's side. The vessel is intended to carry chilled cargoes in the lower tween decks immediately above the machinery space. Oil fuel is carried in the upper peak & the double bottom tanks. The deep tanks in the lower hold & tween decks immediately forward of the machinery space are available for the carriage of oil fuel or vegetable oil.

The amount of Entry Fee £ 10 : 0 : 0

Fees applied for,

9.7.34 1934

Special Survey Fee.... £ 376 : 14 : 6

Freight

18 0 0

Travelling Expenses, if any £

Additional copy of Rules Certificate 10 6

State whether the Vessel has been built under Special Survey

I am of opinion the Vessel should be Classed *+100 A.1*

with freeboard.

Fitted for oil fuel (2-3rd) F.P. above 150°F.

Carrying Vegetable oil or oil fuel F.P. above 150°F. in deep tanks amidships.

Signature

A. Allison.

Surveyor to Lloyd's Register of Shipping.

for J. L. Klemm & Self.

Certificate to be sent to *this office.*

Date of issue

23/7/34

Committee's Minute

Character assigned

FRI. 16 FEB 1934

+100 A.1

With freeboard

Carrying Vegetable or fuel oil F.P. above 150°F. in deep tanks.

Lloyd's arcp. + Lmb 2.34 S.B. 100th

Oil Eng.

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Lloyd's Register Foundation

0175 2/2

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 Rows</i>		Stringer Plate, breadth and thickness in way of Bridge		
" in 'tween Decks, Size and Spacing.....	<i>widely spaced</i>		Thickness of Plating abreast Deck openings in way of Wells	<i>38, 41 @ closing</i>	✓
" " " " " "	<i>as per</i>		Thickness of Plating abreast Deck openings in way of Bridge		
" in Holds " "	<i>approved</i>		Thickness of Plating within line of openings...	<i>34</i>	✓
" " " " " "	<i>plan.</i>	✓	If Sheathed, material and thickness	✓	
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing.....			Stringer Plate, breadth and thickness.....	<i>40 1/2 34</i>	✓
Plating thickness of			If Plated, state thickness.....	<i>30</i>	
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells	<i>63 48</i>	✓	If Plated, state thickness		
" " " " " " in way of Bridge			Poop Deck.		
" Angle in Wells	<i>6 6 48</i>	✓	Stringer Plate, breadth and thickness		
Thickness of Plating abreast Deck openings/ in way of Wells	<i>44, 46 @ closing</i>	✓	Plating, Sheathing, material and thickness ..		
Thickness of Plating abreast Deck openings/ in way of Bridge			Bridge Deck.		
Thickness of Plating within line of openings...	<i>38</i>	✓	Stringer Plate, breadth and thickness.....		
If Sheathed, material and thickness	<i>2 1/2 144 @ pins</i>	✓	Plating, Sheathing, material and thickness ..		
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	<i>64 1/2 39</i>	✓	Stringer Plate, breadth and thickness.....	<i>36</i>	✓
<i>43 @ closing</i>			Plating, Sheathing, material and thickness ..	<i>34, 2 1/2 144 @ pins</i>	✓

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			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	59 1/2	44	40	40	5 1/2 x 44	Double	7/8	3 1/2	Quad.	1"	4	Lapped	
" DBLE. (if any)													
BOTTOM PLATING, No. of Strakes	90				1 @ 90 1/2								
	90	64	49	54	2 @ 9 1/2	double	7/8	3 1/2	triple	7/8	3 1/2	lapped	
	90												
BILGE PLATING, No. of Strakes	72 3/4	64	49	54		do	7/8	3 1/2	do	7/8	3 1/2	do.	
	72 3/4				1 @ 75								
	72 3/4	64	46	51	2 @ 9 1/2	do	7/8	3 1/2	do	7/8	3 1/2	do	
SIDE PLATING, No. of Strakes	78 1/2												
	78 1/2	64	46	51		do	7/8	3 1/2	do	7/8	3 1/2	do	
	78 1/2												
UPPER DECK, Sheer- strake in Wells	73 1/4	66	46	51	9 1/2 x 66 add. 73 1/4	single	7/8	4 1/2	Quad.	7/8	3 1/2	do	
UPPER DECK, Sheer- strake in Bridge													
STRAKE BELOW Sheer- strake in Wells	68	64	46	51	9 1/4 x 66. 9 1/2 x 64	do	7/8	3 1/2	Quad.	7/8	3 1/2	do	
STRAKE BELOW Sheer- strake in Bridge													
POOR SIDE PLATING													
BRIDGE SIDE PLATING													
FOREO'TLE SIDE PLATING			42			single.	7/8	3 1/2	single.	7/8	3 1/2	do	

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c)

„ Deck next below

As per Rule

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks		26	5 x 3 x 3 1/2 L	30	-	-
"	" Second "	30	6 x 3 x 3 1/2 L	30	-	-
"	" Third "					
"	" Holds	33/44	12 x 3 1/2 x 4 1/2 ^{NBS.} L	30	-	-
COLLISION " (in Hold)		33/48	4 x 3 x 3 1/2 L	24	24 x 3 1/2 9 x 3 x 20 L	6'-0"
AFTER PEAK " "		30/44	11 x 3 1/2 x 4 1/2 ^{NBS.} L	24	24 x 3 1/2 9 x 3 1/2 x 3 1/2 L	7'-0"

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	<i>Roller Steel</i>	<i>✓</i>	<i>Christie</i>	
STEM		<i>92x22</i>	<i>Universal</i>	
STERN FRAME { Propeller Post	<i>Cast Steel</i>	<i>perhaps plain.</i>		
{ Rudder "				
RUDDER—A×D		<i>Semi-Balanced type</i>		
Speed of Vessel		<i>14 knots</i>		
RUDDER mainpiece at head {	<i>Forged</i>	<i>11x8 1/4"</i>	<i>Christie</i>	
heel ...	<i>Steel</i>	<i>4x4</i>	<i>Universal</i>	
how constructed	<i>Cast frame & riveted side plates</i>			
double or single plate	<i>double.</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)

The British (G.K.B.) Iron & Steel Co. Ltd. open hearth process.

Has the Steel been tested as required by the Rules?

Yes.

Lynd'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.)

Plans

Midship Section (as built.)

Midship Section.

Profile & decks.

Side frame & shaft bracket.

Rudder plan.

Rudder plan (as built).

Pumping plan.

Amidship side frame.

Fore end framing.

Aft end framing.

Deep tank Bulkheads.

Double bottom in Machinery Space.

Pillars & Girders

Pillars & Girders (as built)

Pillar Head details.

Frame Bracket 28-32.

Pillars & Girders profile.

Part plan of tank top in Eng. Room

Strengthening of bottom forward.

Frame Bracket connections.

Stowing ports.

Stiffening under pillar frame 26.

118140.

Detail of welded brackets to tank top.

Pillaring below 2nd deck frames 40 & 48.

Midship deck houses.

Doors & Hatch coverings on upper deck.

Welded pillars feet.

Stiffening under hold pillars.

Extension of upper deck houses & transverse deck

tillet.

Certificates

Side frame & propeller bracket.

Rudder.

Tiller.

Welded pillars for 530 & 531.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	42 - 2 - 0 (incl. pins);	K.H.;	10111;	21-10-1929.
	2nd "	42 - 2 - 18	do;	A.L;	2304; 11-9-1929.
	3rd "	42 - 1 - 11	do;	A.L;	2304; 11-9-1929.
	Stowage	16 - 3 - 9	do;	A.B;	2464; 28-4-1930.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ft., R.Q.D. ft., Bridge ft., Forecastle 44.14 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 decks steel; 3rd deck in
Nos. 1, 2, 3 & 4 Hards. upper deck sheathed Oregon pine 2 1/2" in thickness.

Official No. 163205; Signal Letters G.W.R.G. Is bottom of Vessel coated with cement No. if not give
particulars of composition Mineral oil in oil fuel tanks. Cement wash in fresh water tanks.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length.		Water Capacity.	Where Fitted.	Length.		Water Capacity.
	Feet.	Tons.			Feet.	Tons.	
Double bottom, aft,	123	334		Fore peak tank,	21	65	
Double bottom, under Engines and Boilers, Fuel water (ca)	12	62		After peak tank,	18	161	
Double bottom, under Engines only, Lub. oil (ca)	18	(18 OIL)		Deep tank, aft, Amidships (upper)	24	365	
Double bottom, if under Boilers only, Sides	24	162		Deep tank, forward, do (lower)	24	424	
Double bottom, forward,	144.25	594		Other tanks, if fitted,			
	Total capacity of double bottom	1155		(If necessary, furnish further information by sketch.)			

Total length of double bottom tanks, including cofferdams = 345.25' (or Lub. oil) given in tons salt water.

Order for Special Survey No. 832	11. 12. 13. 14. 19. 20. 21. 25. 26. 27. 28. 29. May 1. 2. 3. 4. 8. 9. 10. 11. 12. 15. 16. 17. 18. 19. 22. 23. 24. 25. 26. 28. 30. 31
Date 2 nd March. 1933	June 1. 2. 5. 6. 8. 9. 12. 15. 16. 19. 21. 22. 23. 26. 28. 29. 30. July 3. 6. 25. Aug. 7. 8. 9. 10. 11. 14. 15. 16. 17. 18. 21.
	22. 24. 28. 30. 31. Sept. 4. 6. 11. 13. 15. 19. 20. 29. Oct. 2. 4. 9. 11. 25. Nov. 9. 13. 14. 16. 21. Dec. 4. 8. 15. 21.
	1934 Jan. 8. 18. 22. 24. 25. 26. 29. Feb. 1.
Dates of Surveys held while building	Total No. of Visits 129.