

RETAIN

STEEL STEAMER or MOTORSHIP.

Received at London Office 26 AUG 1927

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

Port of *Newcastle-on-Tyne*

No. *81720.*

Survey held at *Newcastle*

Date First Survey *4. Jan'y 1927*

Last Survey *17 August 1927*

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

SINGLE SCREW STEAMER "TEAKWOOD"

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

Full scantlings: disconnected steel

State Type of Erections *Prop. & Hdg.*

TONNAGE under Tonnage Deck

5613.20

CLASS *+100.A1*

State if with freeboard as condition of Class

No

Built at *Armstrong's Yard, Newcastle*

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

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

L 415

Launched *15. 6. 27* Yard No. *1014*

Total

5613.20

Breadth (greatest moulded)

B 54.5

Builders *Sir Wm. Armstrong & Co. Ltd.*

Gross Tonnage

6013.95

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

D 31.5

Owners *Teakwood Steamship Co. (1926) Ltd.*

Register Tonnage

3704.40

1st Longitudinal Number (L x D) = *13072.5*

Managers

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

Residence *15 St Helens Place, London*

REGISTERED DIMENSIONS.

FEET.

Length

415.1

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

13.17

Port of Registry *London*

Breadth

54.8

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

13.17

If surveyed while building, afloat, or in dry dock

Depth

31.4

2nd Numeral L x (B + D) = *35690.*

24.10 1/8

Building & 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	<i>Long? 1/2" 28 x 27 1/2"</i>	<i>Long? 1/2"</i>	Bracket Floors, Frame	<i>✓</i>	
" " from 1/2 length to Collision bulkhead	<i>24</i>	<i>✓</i>	" " Reversed Frame	<i>✓</i>	
" " in peaks	<i>24</i>	<i>✓</i>	" " Vertical Struts	<i>✓</i>	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>✓</i>	
Frame Amidships, Angle, [or]	<i>Long? 1/2"</i>	<i>Long? 1/2"</i>	" " top Angles	<i>✓</i>	
" " Extends up to	<i>✓</i>	<i>✓</i>	" " bottom Angles	<i>✓</i>	
Reversed Frame Amidships, Angle	<i>✓</i>	<i>✓</i>	Side Girders, No. each side and thickness	<i>✓</i>	
" " Extends up to	<i>✓</i>	<i>✓</i>	Margin Plate depth (excl. of flange) and thickness	<i>✓</i>	
Depth of Framing Girder	<i>✓</i>	<i>✓</i>	" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	<i>✓</i>	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	<i>✓</i>	<i>✓</i>	" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	<i>✓</i>	
" " Second 'tween Decks, Angle, [or]	<i>✓</i>	<i>✓</i>	" " Gussets, spacing and scantling abaft 1/4 len. from stem	<i>✓</i>	
" " Third " " " "	<i>✓</i>	<i>✓</i>	" " Gussets, spacing and scantling forward 1/4 len. from stem	<i>✓</i>	
Framing in Peaks, Angle or [<i>4 1/2 3 1/2 45</i>	<i>✓</i>	Tank Side Brackets, height above base line at toe of Frame and thickness	<i>✓</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>✓</i>	<i>✓</i>	INNER BOTTOM PLATING. <i>Machinery spaces only.</i>		
State if Frame Joggled	<i>Peaks yes.</i>	<i>✓</i>	Breadth and thickness of Middle Line Strake	<i>50 E 8.568</i>	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Long? framing</i>	<i>✓</i>	Thickness of remainder in Holds	<i>✓</i>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Double frame: ✓ Keelson as per plan.</i>	<i>✓</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>	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	<i>40 PERKS & FARE DEEP</i>	<i>✓</i>	Uppermost Continuous Deck, amidships in Wells, Angle, [or]	<i>Longitudinal</i>	
Height of Brackets at side above base line at toe of frame	<i>✓</i>	<i>✓</i>	" " in way of Bridge, Angle, [or]	<i>✓</i>	
Middle Line Keelson, on Floors, Angles, [or]	<i>✓</i>	<i>✓</i>	Spacing	<i>✓</i>	
" " Through Plate or Intercoastal Plate	<i>Middle line P.H.</i>	<i>✓</i>	Second Deck, amidships, Angle, [or]	<i>Longitudinal</i>	
" " Foundation Plate on Floors	<i>✓</i>	<i>✓</i>	Spacing	<i>✓</i>	
" " Flat Plate Keel Angles	<i>✓</i>	<i>✓</i>	Third Deck, amidships, Angle, [or]	<i>✓</i>	
Side Keelsons, No. each side	<i>✓</i>	<i>✓</i>	Spacing	<i>✓</i>	
" " thickness of Intercoastal Plate	<i>✓</i>	<i>✓</i>	Fourth Deck, amidships, Angle, [or]	<i>✓</i>	
" " Angles	<i>✓</i>	<i>✓</i>	Spacing	<i>✓</i>	
DOUBLE BOTTOM.			Poop Deck, Angle, [or]	<i>6 1/2 3 40</i>	
Solid Floors, thickness and spacing	<i>8.12 40 E 8.568</i>	<i>✓</i>	Spacing	<i>Every frame</i>	
" " Are Frame and Reversed Frame joggled?	<i>yes</i>	<i>✓</i>	Bridge Deck, Angle, [or]	<i>6 3 40</i>	
Bracket Floors, breadth and thickness at middle line	<i>✓</i>	<i>✓</i>	Spacing	<i>Every frame</i>	
" " breadth and thickness at margin plate	<i>✓</i>	<i>✓</i>	Forecastle Deck, Angle, [or]	<i>6 1/2 3 1/2 40</i>	
			Spacing	<i>Every frame</i>	

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 Rows	7' 6"	4' 6"						
" in 'tween Decks, Size and Spacing.....									
" " " " " "									
" in Holds " "									
" " " " " "									
Centre Line Bulkhead.									
Stiffeners and Spacing.....	Longitudinal as per ship section.								
Plating, thickness of									
STRINGERS AND DECKS.									
Uppermost Continuous Deck.									
Stringer Plate, breadth and thickness in Wells	63	64							
" " " " in way of Bridge		76							
" Angle in Wells	6	6	64						
Thickness of Plating abreast Deck openings in way of Wells		50							
Thickness of Plating abreast Deck openings in way of Bridge		50							
Thickness of Plating within line of openings...		50							
If Sheathed, material and thickness									
Second Deck.									
Stringer Plate, breadth and thickness in Wells...	71	42							
Stringer Plate, breadth and thickness in way of Bridge									
Thickness of Plating within line of openings...									
If Sheathed, material and thickness									
Third Deck.									
Stringer Plate, breadth and thickness.....									
If Plated, state thickness.....									
Fourth Deck.									
Stringer Plate, breadth and thickness.....									
If Plated, state thickness									
Poop Deck.									
Stringer Plate, breadth and thickness	38	36							
Plating, Sheathing, material and thickness ..	as plan								
Bridge Deck.									
Stringer Plate, breadth and thickness.....	40	42							
Plating, Sheathing, material and thickness ..	as plan								
Forecastle Deck.									
Stringer Plate, breadth and thickness.....	35	36							
Plating, Sheathing, material and thickness ..	as plan.								

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?		No	No. of Rows of Rivets.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.	RIVETS.			Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL	51	92	70	70		Double	1	5	3	1	4	Butt
" DBLG. (if any)												Strapped
BOTTOM PLATING, No. of Strakes		60	60	60	See hullbook section re owner thickness at fore end.	Double	7/8	3 1/2	4	7/8	3 1/4	Lapped
BILGE PLATING, No. of Strakes		60	60	58		"	"	"	"	"	"	"
SIDE PLATING, No. of Strakes		58	58	58		"	"	"	3	"	3 1/4	"
UPPER DECK, Sheer-strake in Wells.....	50	89	75	46		"	1	4	5	1	4 1/2	"
UPPER DECK, Sheer-strake in Bridge ...		1-06				"	1 1/8	4	5	1 1/8	4 1/2	"
STRAKE BELOW Sheer-strake in Wells.....	50	76	58	46		"	1	4	4	1	4	"
STRAKE BELOW Sheer-strake in Bridge ...						"	1	4	4	1	4	"
POOP SIDE PLATING						5	3/4	3	2	3/4	2 5/8	"
BRIDGE SIDE PLATING ...		42				5	"	3	2	"	"	"
FORECASTLE SIDE PLATING			42			5	"	3	2	"	"	"

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c).....	14
" Deck next below	14
As per Rule. (as approved)	14

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHD. Upper tween decks	3/4	B.A.	30		
" " Second "					
" " Third "					
" " Holds	49-34	10-12-55	30 1/2		
COLLISION " (in Hold)	45-30	10-12-55	30 1/2		
AFTER PEAK " "	44-30	10-12-55	30 1/2		

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				Flat plate
STEM	Roller	9 3/4 x 2 1/2	Cen. max.	
STERN FRAME { Propeller Post	Stl	10 1/2 x 8	Eng. note	
{ Rudder "	Forging	9 x 8	Darlington	
RUDDER—A x D		154.36 x 3.6	566.5	
Speed of Vessel		11 Knots.		
RUDDER mainpiece at head ...	Stl	11 3/4	J. E. Parsons	
" " heel ...	Forging	8 3/4		
" how constructed		2 pieces: built		
" double or single plate coupling, vertical or horizontal		Single plate		

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture).....
	Balston Vaughan, A. Calicut, Cargo Fleet, Consett, Durham, Long, Farnborough, Pease Postman, Tyne, S. Durham.
	Has the Steel been tested as required by the Rules? ylo.

EQUIPMENT No. 36964 LETTER Z											
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			ANCHORS.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.
29964	1st Bower	63	3	-	63	3	-	50	7	2	-
29965	2nd "	63	3	-	63	3	-	50	7	2	-
29969	3rd "	54	3	-	54	3	-	45	4	1	14
	Collective weight.	182	1	-	182	1	-				
42539	Stream	18	0	21	4	2	6	19	4	1	14

CHAIN CABLES.											
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.
	Length.	Diam.	Supplied.	Per Rule.		Length.	Diam.				Length.
61326	135 1/2	2 1/4	9 1/8	12 1/2	34 1/2	135 1/2	2 1/4	270	2 1/4	2nd	120
61336	135 1/2	2 1/4	9 1/8	12 1/2	34 1/2	135 1/2	2 1/4	270	2 1/4	2nd	120
	90	4 3/4	47			90	4 3/4	47			90

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.
	Length.	Diam.	Supplied.	Per Rule.		Length.	Diam.				Length.
61326	135 1/2	2 1/4	9 1/8	12 1/2	34 1/2	135 1/2	2 1/4	270	2 1/4	2nd	120
61336	135 1/2	2 1/4	9 1/8	12 1/2	34 1/2	135 1/2	2 1/4	270	2 1/4	2nd	120
	90	4 3/4	47			90	4 3/4	47			90

Steering Gear, Steam *Harrie & Co.* Steering Gear, Hand *Relieving Tackles.*
Boats *2 Lifeboats 24' 0"* Steering Chains, Size and Test *None* Windlass *Clarke, Chapman & Co.*
1 Cutter 18' 0"
1 Dugout 16' 0"
Ceiling in Holds, thickness and material *None* Cargo Battens, thickness, material and spacing *None*
Cargo Hatchways.-(Upper Deck) *One: steel beams* Thickness of Hatches *3"*
Size of No. 1 Hatchway (Forward) *8' x 6'* No. 2 *✓* No. 3 *✓* No. 4 *✓* No. 5 *✓* No. 6 *✓*
Number of Shifting Beams and/or Fore and Afters *One*

For
SIR W. G. ARMSTRONG, WHITWORTH & CO. LTD.
ARMSTRONG'S SHIPBUILDING MANAGERS LTD.
Builder's Signature *James Stewart*
MANAGING DIRECTOR.

GENERAL DECLARATION *This vessel has been built in accordance with the approved plans, the Secretary's letters and in general conformity with the Society's Rules for the class contemplated. The materials employed and the workmanship are satisfactory. All the oil compartments, cofferdams, bunkers, peak tanks and double-bottom tanks have been tested as required by the Rules. and the messes decks have been tested, also the peak tank above tank. The scantlings and arrangements in Machinery Space and foremast are as approved. The windlass steering gear have been tried and found satisfactory. The approved plans and the forging reports are enclosed herewith. No cement is laid in oil deck after trial and bottom and under found satisfactory. No steel ceiling fitted in Fore hold.*

Amount of Entry Fee £ 10 : 0 : 0 Fees applied for, *25 AUG 1927*
Special Survey Fee £ 525 : 10 : 6 Received by me, *26-8-27*
Freeboard
Travelling Expenses, if any £ : : : *666*

Whether the Vessel has been built under Special Survey *yes* Signature *R. Langlands*
Certificate to be sent to *Newcastle-on-Tyne* Date of issue *29/8/27* *Hull & Lueder* Surveyor to Lloyd's Register of Shipping.
by hand in London *W. J. H. H.*

Committee's Minute *TUES. 30 AUG 1927*
Character assigned *-/- 100TH*
Carrying petroleum in bulk
Lloyd's at 20
Home 8.27 CL 7D
After for oil fuel 8.27 7P above 150' F

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.)

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

1st Bower 34-3-22 D.D.W. 6954 20-1-27
2nd „ 34-3-24 D.D.W. 6952 14-1-27
3rd „ 31-0-12 J.M. 6393 22-12-26

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 107 7/8 ft., R.Q.D. ✓ ft., Bridge 27 9/10 ft., Forecastle 41 7/8 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated not.

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 2 @ 40 (SH) + sub frames

Official No. 149848; Signal Letters Is bottom of Vessel coated with cement yes— if not

particulars of composition except in oil compartments

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water
Double bottom, aft,			Fore peak tank,	20.84	
Double bottom, under Engines and Boilers,			After peak tank,	18.45	
Double bottom, if under Engines only,	40.0	98	Deep tank, aft,	37.0	if
Double bottom, if under Boilers only,	38.5	73	Deep tank, forward,		5E
Double bottom, forward,			Other tanks, if fitted,		
	Total capacity of double bottom	171	(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. 5182

Date 26.8.1926

Dates of Surveys
held while building

DEC. 17 1927 JAN. 4. 7. 14. 18. 25. 31. FEB. 9. 11. 16. 23. MAR. 2. 3. 4. 8. 10. 11. 15. 17. 28. 29. 31. APRIL. 1. 20. 26. 29.
MAY. 6. 7. 12. 17. 19. 21. 25. FEB. 3. 7. 8. 9. 11. 16. 18. 22. 23. 28. MAR. 1. 3. 7. 16. 18. 19. 21. 24. 26.
MAY. 2. 3. 4. 5. 6. 9. 10. 11. 12. 13. 16. 17. 18. 19. 20. 24. 25. 26. JUNE. 1. 8. 10. 13. 14. 30. JULY. 21.
APRIL. 5. 7. 8. 11. 13. 14. 28. 25. 27. 28. MAY. 10. 23. 26. 30. JUNE. 3. 7. 9. 10. 15. 16. 17. 27. 29. JULY. 12. 26.
AUGUST. 2. 9. 11. 17.
AUGUST. 3. 5. 8. 12. 13. 18. 19. 22. 23. 24.

Total No. of Visits

S. S. "TEAKWOOD"

Amidships No. 1014

NEWCASTLE-ON-TYNE

PARTICULARS OF LONGITUDINAL FRAMING. 81720.

FRAMING.	AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.	
	In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames. Diam. Speng.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Rivets in Brackets to Bulkheads. Number. Diameter. Inches.
of L, L or C														
in Bridge 'tween Decks ...														
from Uppermost Continuous														
No. 1	7	3 1/2	.38	6 1/2	3 1/2	.38	7	3 1/2	.38	6 1/2	3 1/2	.38	7/8	5 1/4
" 2	"	"	"	6 1/2	3 1/2	.40	"	"	"	6 1/2	3 1/2	.40	"	"
" 3	8	3 1/2	.40	6 1/2	3 1/2	.42	8	3 1/2	.38	6 1/2	3 1/2	.42	"	"
" 4	8 1/2	3 1/2	.40	6 1/2	3 1/2	.44	8 1/2	3 1/2	.40	6 1/2	3 1/2	.44	"	"
" 5	9	3 1/2	.40	"	"	"	9	3 1/2	.40	"	"	.44	"	"
" 6	9 1/2	3 1/2	.40	7	3 1/2	.46	9 1/2	3 1/2	.40	7	3 1/2	.46	"	"
" 7	10	3 1/2	.40	7 1/2	3 1/2	.44	10	3 1/2	.40	7	3 1/2	.44	"	"
" 8	10	3 1/2	.43	8	3 1/2	.42	10	3 1/2	.43	7	3 1/2	.46	"	"
" 9	10	3 1/2	.50	8	3 1/2	.46	10	3 1/2	.50	7 1/2	3 1/2	.44	"	"
" 10	10 1/2	3 1/2	.45	8 1/2	3 1/2	.44	10 1/2	3 1/2	.45	8	3 1/2	.42	"	"
" 11	12	3 1/2	.60	8 1/2	3 1/2	.48	12	3 1/2	.50	8	3 1/2	.46	"	"
" 12	12	3 1/2	.43	9	3 1/2	.46	12	3 1/2	.54	8 1/2	3 1/2	.44	"	"
" 13	15	4	.60	9	3 1/2	.48	15	4	.42	8 1/2	3 1/2	.48	"	"
" 14	"	"	.625	9 1/2	3 1/2	.42	"	"	.625	9	3 1/2	.46	"	"
" 15	"	"	"	9 1/2	3 1/2	.46	"	"	"	9 1/2	3 1/2	.46	"	"
" 16	"	"	"	9 1/2	3 1/2	.48	"	"	"	9 1/2	3 1/2	.48	"	"
Amidships														
At Ends														

Tank Top Longitudinals														
Bottom														
Longitudinals														
Amidships														
At Ends														

Transverses.														
Depth and Thickness														
Face Angles														
Lugs to Shell														
Depth and Thickness	17 1/2	.40		.40		17 1/2	.40		.40	7/8	3 1/4			
Face Angles	3 1/2	3 1/2	.40	4	3 1/2	.40	3 1/2	3 1/2	.40	4	3 1/2	.40		
Lugs to Shell	3 1/2	3 1/2	.40	3	3	.40	"	"	3	3	.40			
Depth and Thickness	31	.46		24	.46		31	.46		24	.46			
Face Angles	6	3 1/2	.59	7	3	.40	6	3 1/2	.59	7	3	.40		
Lugs to Shell	6	6	.46	6	6	.46	6	6	.46	6	6	.46	7/8	2 @ 3 1/4
Brackets	40 x .50	(2)		40 x .50	(2)		40 x .46		40 x .44					
Transverse Frames	8	8 1/2		8	8 1/2		8	8 1/2						

Bridge Deck														
Awg. or Shl. Dk.														
Upper	6 1/2	3	.42	5 1/2	3	.34	6 1/2	3	.42	5 1/2	3	.34	30	
Second	7	3	.42	6	3	.32	7	3	.38	6	3	.32	"	
Third														
Transverse Beams														

Particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.

01233

R. Langlands.