

Rpt. 1.

WRECK

SECTION

No. 861 A

STEEL STEAMER or MOTORSHIP.

WRECK

SECTION

No. 861 A

OCT 27 1937

OCT 27 1937

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

30/9/37

Port of

Liverpool

Survey held at

Birkenhead

Date First Survey

30th July 1936

Last Survey

27th September 1937

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

Steel Twin Sc. "CITY of CAPE TOWN"

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

Complete superstructure without tonnage opening.

State Type of Erections

Combined side and bridge, poop.

TONNAGE under Tonnage Deck

7228.76

CLASS

100M with freeboard.

State if with freeboard as condition of Class

yes

Built at

Birkenhead

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 486.0

Launched

8th June 1934

Yard No. 1023

Total

Breadth (greatest moulded)

B 62.0

Builders

Cammell, Laird & Co. Ltd.

Gross Tonnage

8046.17

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

D 35.0

Owners

Ellerman Lines, Ltd. London.

Register Tonnage

3934.53

1st Longitudinal Number (L x D) = 17010

Managers

Ellerman & Bucknall & Co. Ltd.

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

REGISTERED DIMENSIONS.

Length

496.7

Breadth

62.4

Depth

31.3

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

19.16

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

13.88

Do. Long Bridge to top of keel

11.17

Draught Moulded

28'-4"

Residence

Port of Registry

London

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	30	✓	✓			Bracket Floors, Frame	B.A.	6	3 1/2	46	✓	
" " from 3/4 length to Collision bulkhead	27	✓	✓			" " Reversed Frame	B.A.	6	3	46	5 1/2 x 3 x 46	
" " in peaks	24	✓	✓			" " Vertical Struts	E	8 x 3 1/2 x 3 1/2	42 1/2	52	✓	
SIDE FRAMING.						Centre Girder, depth and thickness amidships		60 x 52	44	✓		
Frame Amidships, Angle, E or F	12	3 1/2	45	✓	✓	" " top Angles	double	3 1/2	3 1/2	50	46	✓
" " Extends up to	2nd Dk.	✓	✓			" " bottom Angles	double	5	5	56	52	✓
Reversed Frame Amidships, Angle	✓	✓	✓			Duct Keel from fr. 101 to fr. 171	60 x 52	✓				
" " Extends up to	✓	✓	✓			Side Girders, No. each side and thickness	one	40	✓			
Depth of Framing Girder	12	✓	✓			Margin Plate depth (excl. of flange) and thickness	BS. 54, ES. 44	✓				
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	9	3 1/2	48	✓	✓	" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	5	5	48	✓		
" " Second 'tween Decks, Angle, E or F	✓	✓	✓			" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	6	6	50	44	✓	
" " Third " " " "	✓	✓	✓			" " Gussets, spacing and scantling abaft 1/4 len. from stem	44, BS. 54	✓				
Framing in Peaks, Angle or F	9	3 1/2	38	✓	✓	" " Gussets, spacing and scantling forward 1/4 len. from stem	44	✓				
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8	5/4	✓	✓		Tank Side Brackets, height above base line at toe of Frame and thickness	72 x 45	✓				
State if Frame Joggled	yes	✓	✓			INNER BOTTOM PLATING.						
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	One W.T. Hat and two side stringers in fore peak, 3 W.T. in aft peak, 3 W.T. in hold.				✓	Breadth and thickness of Middle Line Strake	50 x 54, ES. 54	55 x 54	✓			
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Three stringers with hull increased 1/4" thickness of midship thickness forward from 5 1/2 to 6 1/2. Position of Collision Bulk. One full depth and two half depth stringers in fore peak.				✓	Thickness of remainder in Holds	46	✓				
SINGLE BOTTOM.						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?	yes	✓				
Floors, Depth and thickness at mid-line in Holds	✓	✓	✓			BEAMS.						
Height of Brackets at side above base line at toe of frame	✓	✓	✓			Uppermost Continuous Deck, amidships in Wells, Angle, E or F	9	3 1/2	44	✓	✓	
Middle Line Keelson, on Floors, Angles, E or F	✓	✓	✓			" " in way of Bridge, Angle, E or F	9	3 1/2	44	✓	✓	
" " Through Plate or Intercoastal Plate	✓	✓	✓			" " in way of No. 4 Hatch	9	3 1/2	50	✓	✓	
" " Foundation Plate on Floors	✓	✓	✓			Spacing	30	✓	✓			
" " Flat Plate Keel Angles	✓	✓	✓			Second Deck, amidships, Angle, E or F	10	3 1/2	44	✓	✓	
Side Keelsons, No. each side	✓	✓	✓			" " in way of No. 2 Hatch	12	3 1/2	48	✓	✓	
" " thickness of Intercoastal Plate	✓	✓	✓			Spacing	10	3 1/2	50	✓	✓	
" " Angles	✓	✓	✓			forward fr. 169.	30	✓	✓			
DOUBLE BOTTOM.						Third Deck, amidships, Angle, E or F	9	3 1/2	40	✓	✓	
Solid Floors, thickness and spacing	44	5'0"	✓	✓		Spacing	6	3	48	✓	✓	
" " Are Frame and Reversed Frame joggled?	yes	✓	✓			Fourth Deck, amidships, Angle, E or F	✓	✓	✓			
Bracket Floors, breadth and thickness at middle line	35 x 44	✓	✓			Spacing	✓	✓	✓			
" " breadth and thickness at margin plate	36 x 44	34 1/2	✓			Poop Deck, Angle, E or F	8	3	38	✓	✓	
						Spacing	7	3	38	✓	✓	
						Combined fore and Bridge Deck, Angle, E or F	9	3 1/2	44	✓	✓	
						Spacing	9	3 1/2	40	✓	✓	
						" " " "	8	3 1/2	44	✓	✓	
						Spacing	6	3	48	✓	✓	
						Forecastle Deck, Angle, E or F	30, 27 x 24.	✓				
						Spacing	✓	✓	✓			

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	✓	Stringer Plate, breadth and thickness in way of Bridge	66x42 to 39x36 + 0.2 Burners extra	✓
<i>Poop, Combined Bridges Feils</i>	<i>Subular Pillar</i>	✓	Thickness of Plating abreast Deck openings in way of Wells	42	✓
in 'tween Decks, Size and Spacing	8x38, 10x40	✓	Thickness of Plating abreast Deck openings in way of Bridge	38	✓
" " " " "	10x46, 12x44, 13x50, 16x52	✓	Thickness of Plating within line of openings...	30	✓
in Holds " "	14x52, 16x54, 20x68, 23x70	✓	If Sheathed, material and thickness	37.8557	✓
" " " " "	<i>spaced and supported as approved.</i>	✓	Third Deck, Fr. 169 to stem		
Centre Line Bulkhead.			Stringer Plate, breadth and thickness.....	30 varying width	✓
Stiffeners and Spacing.....	✓	✓	If Plated, state thickness.....	30	✓
Plating, thickness of	✓	✓	Fourth Deck.		
STRINGERS AND DECKS.			Stringer Plate, breadth and thickness.....	✓	✓
Uppermost Continuous Deck.			If Plated, state thickness	✓	✓
Stringer Plate, breadth and thickness in Wells	66x113 to 41x44	✓	Poop Deck.		
" " " " in way of Bridge	66x46 to 39x36	✓	Stringer Plate, breadth and thickness	38, varying width.	✓
" Angle in Wells	7x7x1.00	✓	Plating, Sheathing, material and thickness ..	30 2 1/2" oak	✓
Thickness of Plating abreast Deck openings in way of Wells	84-36	✓	Combined Bridge Deck Feils		
Thickness of Plating abreast Deck openings in way of Bridge	42-32	✓	Stringer Plate, breadth and thickness.....	66x72 to 36x38 at feils	✓
Thickness of Plating within line of openings...	36-32	✓	Plating, Sheathing, material and thickness ..	60 to 36	✓
If Sheathed, material and thickness	✓	✓	Forecastle Deck.		
Second Deck.			Stringer Plate, breadth and thickness.....	✓	✓
Stringer Plate, breadth and thickness in Wells...	66x46 to 39x36	✓	Plating, Sheathing, material and thickness ..	✓	✓

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.		
FLAT PLATE KEEL	54	.92	.92	.92	✓	DR	1	3¾	✓	4R	1	4	lapped
„ DBLG. (if any)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
BOTTOM PLATING, No. of Strakes ...	A 77 B 77 C 77 D 77	.71	.68	.52 .53 .58 .59	+ .04 Burners' increase forward.	DR	7/8	3½	✓	4R	7/8	3½	lapped
BILGE PLATING, No. of Strakes	E 71½	.71	.61	.57	+ .04 Burners' increase forward.	DR	7/8	3½	✓	4R	7/8	3½	"
SIDE PLATING, No. of Strakes	F 69 G 77 H 77 J 77	.69	.52	.50 .48 .48 .50	+ .04 Burners' increase forward.	DR	7/8	3½	✓	4R	7/8	3½	"
UPPER DECK, Sheer-strake in Well (aft.)	L 52	1.02 1.17 at break	✓	✓	+ .04 Burners' increase	DR	1½	4¾	✓	SR	1½	5½	"
UPPER DECK, Sheer-strake in Bridge and Feils combined	52	.73	.48	.48	+ .04 Burners' increase	DR to SR	1	3¾	✓	4R	7/8	3½	"
STRAKE BELOW SHEER-strake in Well (aft.)	K 60	.91	✓	✓		DR	1	3¾	✓	SR	1	4½	"
STRAKE BELOW SHEER-strake in Bridge and Feils combined	60	.69	.44	.48		DR	7/8	3½	✓	4R	7/8	3½	"
POOP SIDE PLATING42	✓	SR	¾	3	✓	SR	¾	2⅞	"
Combined Feils and BRIDGE SIDE PLATING72	.44	✓	+ .04 Burners' increase amidships.	DR to SR	7/8	3½	✓	4R to SR	7/8 ¾	3½ 2⅞	"
FOREC'TLE SIDE PLATING			✓			✓	✓	✓	✓	✓	✓	✓	✓

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	7
" Deck next below	8
As per Rule	8

STIFFENERS.

	Plating Thickness.	VERTICAL.				HORIZONTAL.			
		Scantlings.	Spacing.	Scantlings.	Spacing.	Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks	.28 .30	6x3x22 ft.	3 1/2	✓	✓				
" " Second	✓	✓	✓	✓	✓				
" " Third	✓	✓	✓	✓	✓				
" " Holds	31 to 32	12x4x4x 5/8	3 1/2	✓	✓				
COLLISION (in Hold)30 to .39	9x3x44 ft. in upper part 8x3x45 ft. in lower part	24	✓	✓				
AFTER PEAK30, .32, .36, .38, .50	9x3x44 ft. in upper part 12x3x22x 5/8	24	✓	✓				

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓	✓	✓	✓
STEM	Rolled Bar	10x2 1/4	✓	✓
STERN FRAME				
Propeller Post	Cast steel		Steel Company of Scotland	
Rudder	Cast steel			
Speed of Vessel 15 1/2 knots				
RUDDER—Type Semi-balanced				
" A x D	✓		upper stock and rudder forged steel, arms cast steel with double plates, made by the Burlington Forge Co. Ltd.	
" Diam. of head	13 1/2	✓		
" Mainpiece at top pintle	17 3/8	✓		
" " heel ...	10 1/2	✓		
" how constructed	see above			
" double or single plate	double			
" 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) *Siemens Basic Open Hearth.*
Appleby-Hodgkinson Steel Co. Ltd., Guest, Keen, Baldwins Co. Ltd., Dorman Long & Co. Ltd.

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

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Lloyd's Register Foundation

EQUIPMENT No 50,574 ✓										LETTER ef	ANCHORS.				
Number of Certificate.	Anchors.	WEIGHT, STOCK 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.
36573	1st Bower ...	86	0	0	✓	✓	✓	61	10	0	0	85½	} <i>Byrie Improved Stockless</i>	✓	Lundblad, 3/11/36, Butler
36523	2nd " ...	85	1	14	✓	✓	✓	61	10	0	0	85½		✓	" 17/11/36, "
36574	3rd " ...	78	3	21	✓	✓	✓	55	15	0	0	75½		✓	" 3/11/36, "
	Collective weight.	245	1	7								244½ ✓			
49555	<i>ex stock</i> Stream	25	0	7	6	1	21	24	17	0	21	25	<i>Ordinary forged wrought iron anchor</i>	✓	Cadley Heath, 16/11/36, Norman.

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.	Statio- nary.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.	Length.
	Fathoms.	Ins.	Tons.	Tons.	Owts.	qrs.	lbs.	Owts.	Fathoms.	Ins.			Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
88414	150	2 1/4	127.200	178.10	406	2	19	Minimum weight for 300 fms 2 1/4	150	2 9/16	"Jayco" J. Taylor & Sons (Bradley Hill) Ltd.	Retford, 24/11/36, R.H.R.	TOWLINE...	130	5 1/2	84.4	130	5 1/2
88408	150	2 1/4	"	"	400	2	0.	758 cwt.	150	2 9/16	"	"	HAWSERS & WARPS }	2@100	8"	✓	2@100	8
88464	2@ 1 1/2	2 1/4	"	"	10	0	2				"	"	"	2@100	8	✓	2@100	8
		Cir.			817	0	21			Cir.			"					
Iron Stream Chain or Steel Wire	120	4 3/4		64.6					120	4 3/4			"					

Steering Gear, Steam *John Hastie's Electro-Hydraulic with Auxiliary Steam.* Steering Gear, Hand ✓

Boats 4 @ 28' x 8.5' x 3.5' Steering Chains, Size and Test ✓ Windlass *Erepsen & Walker* ✓

2 @ 20' x 6.75' x 2.6'

Ceiling in Holds, thickness and material 3" spruce in way of hatches Cargo Battens, thickness, material and spacing 2" spruce fitted vertically between frames, 9" space.

Cargo Hatchways.—(Upper Deck) Built of plates and angles Thickness of Hatches 3"

Size of No. 1 Hatchway (Forward) 20'3" x 14'2½" No. 2 24'9" x 18'2½" No. 3 17'6" x 16'3½" No. 4 15'0" x 14'8½" No. 5 35'0" x 18'2½" No. 6 17'6" x 18'2½" T.B. Patent

Number of Shifting Beams ~~and Fore and Afters~~ No. 1-3, No. 2-8, No. 3-3, No. 4-3, No. 5-6, No. 6-3.

FOR AND ON BEHALF OF
CAMMELL LAIRD & CO. LIMITED

Builder's Signature *J. O. Shaw*

MANAGER

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) 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 *yes.* 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 Secretargo's letter and the Society's Rules for the class contemplated.

The materials and workmanship are good.

A freeboard of 6'8½" has been assigned and verified, and the markings cut in on the vessel's sides.

All double bottom tanks, peak tanks, deep tank, oil fuel tankers, settling tank, decks, casings and bulkheads have been satisfactorily tested.

Forging reports (6 in number) for rudder (2), stern frame, propeller brackets, keel and stem forwarded herewith. Two certificates for 20 ton Derrick, and 21 derrick tubes.

The vessel is fitted for carrying oil fuel as fuel in oil fuel settling tank S in E.Rm, in oil fuel tanks between and abreast tunnels, and in deep tank aft of jambo ships flash point above 150°F, and the requirements of Section 20 of the Rules have been

The amount of Entry Fee £ 11 : 0 : 0 Fees applied for, 21 OCT 1937 ✓

Special Survey Fee.... £ 401 : 3 : 0 Received by me, 4.11.37 ✓

Freeboard. Travelling Expenses, if any £ 19 : 0 : 0

I am of opinion the Vessel should be Classed *100A1 - with freeboard.*

Fitted to carry oil fuel in deep tank 10.37. F.P. above 150°F. Total for oil fuel 10.37 F.P. above 150°F. in Deep Tank

State whether the Vessel has been built under Special Survey *yes* Signature *A. W. Jackson.* Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Liv* Date of issue *8/11/37*

Committee's Minute **LIVERPOOL 26 OCT 1937** *W.B.*

Character assigned *+ 100 A1 - 9.37.*

with f.d. Fitted for oil fuel 10.37. F.P. above 150°F.

Fitted to carry oil fuel in deep tank 10.37. F.P. above 150°F. in Deep Tank

Lloyds A & C.P.

+ LMC 10.37. Elec. Light

T.S. (Ch.) F.D.

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.)

complied with.

Length of duct keel 171.5 feet

Length Overall = 515.5

The deep tank is to carry water ballast, general cargo or cargo oil.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book Fitted for oil fuel 9.37, F.P. above 150°F.

Fitted to carry oil in the deep tank F.P. above 150°F, Echo Sounding Device, Direction Finding, Cruise Stern,

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

1st Bower 49cwt. 1qr. 2lbs., W.H., N^o. 5702, 8/6/36
2nd " 48 " 0" 1lb., W.H., N^o. 5892, 28/8/36
3rd " 44 " 0" 4lbs., J.F., N^o. 2136, 10/9/36.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 75.5 ft., R.Q.D. ☒ Combined Keel ☒ ft., Bridge 350.5 ft., Forecastle ☒ ft.
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

No. and Material of Decks 2 decks steel, 3rd deck steel in No. 1 Hold

Official No. 164340 : Signal Letters
particulars of composition.

Is bottom of vessel coated with cement Bilgeos & No. 5 & 6 B. Tanks. if not give

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	147.50	508.7	Fore peak tank,	28.00	88.4
Double bottom, under Engines and Boilers,	52.50	344.1	After peak tank,	21.94	82.0
Double bottom, if under Engines only,	✓	✓	Deep tank, aft,	30.00	721.4
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward,	✓	✓
Double bottom, forward,	222.00	1094.4	Other tanks, if fitted, Oil fuel settling tanks Side E. tank	32.5	102.5
"	422.00	1947.2	Oil fuel tanks between tunnels	40.0	146.3
Total capacity of double bottom			(If necessary, furnish further information by sketch)	12.50	45.7
* The wells are not to be included in the lengths of the tanks (See Circular No. 1284).			At least tunnels.		

Order for Special Survey No. 1306

Date

15/9/1936

Dates of Surveys held while building

1936. July 30 Aug 24. 28. 31. Sept 1. 9. 14. 16. 21. 29 Oct 6. 8. 9. 15. 23. Nov 4. 9. 11. 16. 26. 30. Dec 11. 16. 21. 30. 1937. Jan 4. 6. 7. 11. 13. 15. 20. 21. 22. 26. 27. 29. Feb 1. 2. 4. 9. 12. 15. 17. 22. 24. Mar 9. 10. 15. 17. 22. 25. 31. Apr 2. 5. 5. 7. 8. 12. 14. 16. 19. 20. 23. 23. 26. 30. May 3. 4. 5. 6. 7. 10. 11. 14. 18. 18. 20. 21. 24. 25. 26. 27. 29. 31. June 4. 7. 8. 10. 14. 16. 18. 21. 22. 23. 24. 30. July 5. 7. 9. 12. 13. 15. 16. 19. 28. 29. Aug 18. 19. 20. 23. 24. Sept 1. 3. 6. 6. 7. 8. 9. 10. 10. 13. 14. 16. 17. 18. 20. 21. 22. 22. 27. 27.

Total No. of Visits

132