

Rpt. 1. **WRECK**  
**SECTION**  
**No. 1005**

# STEEL STEAMER ~~OR MOTORSHIP~~

12 NOV 1929

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 *9th Nov 1929*

Port of

No. *84941*

Survey held at *Newcastle-on-Tyne*

Date First Survey

*15 April 1929*

Last Survey

*5 Nov*

1929.

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

*single screw "TYNEMOUTH"*

(machinery amidships)

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

*Full scantling*

State Type of Erections *Disconnected*

TONNAGE under Tonnage Deck

*4050.66*

CLASS *100A1*

State if with freeboard as condition of Class

*no*

Built at *Howdon-on-Tyne*

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 389.5*

Launched *4th Oct 1929* Yard No. *414*

Total

Breadth (greatest moulded) *B 54.25*

Builders *Northumberland S.S. Co (1927) Ltd*

Gross Tonnage

*4408.92*

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

*D 25.75*

Owners *The Burnett S.S. Co. Ltd*

Register Tonnage

*2723.18*

1st Longitudinal Number (L x D) = *10028*

Managers

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

## REGISTERED DIMENSIONS.

FEET.

Length

*390.6*

Breadth

*54.5*

Depth

*23.6*

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

*22.42*

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

*15.12*

Do. Long Bridge to top of keel

*11.54*

Draught Moulded

*22'-3 3/4"*

Residence *Newcastle-on-Tyne*

Port of Registry *Newcastle*

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.
<b>FRAMES, Spacing amidships</b>	<i>26</i>		<b>Bracket Floors, Frame</b>	<i>7 6 3 1/2 36</i>	
" " from 1/2 length to Collision bulkhead	<i>26 and 21</i>		" " Reversed Frame	<i>7 5 1/2 3 34</i>	<i>6 1/2 3 3 3/4 angle</i>
" " in peaks aft 24 —	<i>for 21</i>		" " Vertical Struts Channel	<i>9 3 1/2 3 1/2 38</i>	
<b>SIDE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>	<i>40 50</i>	
Frame Amidships, Angle, E or F	<i>N.B.S. 11 3 1/2 46</i>		" " top Angles <i>single</i>	<i>5 5 48</i>	
" " Extends up to <i>U. DK.</i>			" " bottom Angles <i>double</i>	<i>4 4 54</i>	
Reversed Frame Amidships, Angle	<i>-</i>		<b>Side Girders, No. each side and thickness</b>	<i>one 36</i>	
" " Extends up to...	<i>-</i>		<b>Margin Plate depth (excl. of flange) and thickness</b>	<i>31 46</i>	
Depth of Framing Girder	<i>11</i>		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	<i>3 1/2 3 1/2 38</i>	
Frames in <b>BRIDGE</b> Uppermost Continuous 'tween Decks, Angle, E or F	<i>6 1/2 3 36</i>		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	<i>6 6 42</i>	
" " Second 'tween Decks, Angle, E or F	<i>-</i>		" " Gussets, spacing and scantling abaft 1/2 len. from stem	<i>continuous 36</i>	
" " Third " " " "	<i>-</i>		" " Gussets, spacing and scantling forward 1/2 len. from stem	<i>thoright margin plates</i>	
Framing in Peaks, Angle or F	<i>N.B.S. 7 3 1/2 36</i>		<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	<i>5 1/2 42</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>7/8 @ 6 1/4</i>		<b>INNER BOTTOM PLATING.</b>		
State if Frame Joggled	<i>yes</i>		Breadth and thickness of Middle Line Strake	<i>72 46</i>	
<b>PANTING ARRANGEMENTS</b> (Sec. 7), state system and particulars	<i>3 hold side stringers with channel panes</i>		Thickness of remainder in Holds	<i>40</i>	
<b>STRENGTHENING OF BOTTOM FORWARD.</b> State Particulars	<i>Large double frames extra intercostals</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>	
<b>SINGLE BOTTOM.</b>			<b>BEAMS.</b>		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle, E or F	<i>6 1/2 3 1/2 40</i>	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, E or F	<i>10 3 1/2 41</i>	
Middle Line Keelson, on Floors, Angles, E or F			Spacing	<i>26 and 52</i>	
" " " Through Plate or Intercostal Plate			<b>Second Deck, amidships, Angle, E or F</b>		
" " " Foundation Plate on Floors			Spacing		
" " " Flat Plate Keel Angles			<b>Third Deck, amidships, Angle, E or F</b>		
Side Keelsons, No. each side			Spacing		
" " thickness of Intercostal Plate			<b>Fourth Deck, amidships, Angle, E or F</b>		
" " Angles			Spacing		
<b>DOUBLE BOTTOM.</b>			<b>Poop Deck, Angle, E or F</b>	<i>6 1/2 3 42</i>	
Solid Floors, thickness and spacing	<i>36 on every 3rd frame</i>		Spacing	<i>every frame</i>	
" " Are Frame and Reversed Frame joggled?	<i>Frames joggled</i>		<b>Bridge Deck, Angle, E or F</b>	<i>7 3 36</i>	
Bracket Floors, breadth and thickness at middle line	<i>30 36</i>		Spacing	<i>26</i>	
" " breadth and thickness at margin plate	<i>30 36</i>		<b>Forecastle Deck, Angle, E or F</b>	<i>8 3 46</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.
<b>PILLARS, No. of Rows.....</b>	-								
"    in 'tween Decks, Size and Spacing.....	Steel centre line bhd								
"    "    "    "    "    "									
"    in Holds    "    "									
"    "    "    "    "    "									
<b>Centre Line Bulkhead.</b>									
Stiffeners and Spacing.....	7 N.B.S.	10	3½	40 spaced 52"					
Plating, thickness of .....				30					
<b>STRINGERS AND DECKS.</b>									
<b>Uppermost Continuous Deck.</b>									
Stringer Plate, breadth and thickness in Wells		58	1.00						
"    "    "    "    in way of Bridge		60	.44						
"    Angle in Wells .....		6	6	.90					
Thickness of Plating abreast Deck openings in way of Wells .....				.80					
Thickness of Plating abreast Deck openings in way of Bridge .....				.44					
Thickness of Plating within line of openings...		39 and		.44					
If Sheathed, material and thickness .....									
<b>Second Deck.</b>									
Stringer Plate, breadth and thickness in Wells...									
Stringer Plate, breadth and thickness in way of Bridge .....									
If Plated, state thickness .....									
<b>Third Deck.</b>									
Stringer Plate, breadth and thickness .....									
If Plated, state thickness .....									
<b>Fourth Deck.</b>									
Stringer Plate, breadth and thickness .....									
If Plated, state thickness .....									
<b>Poop Deck.</b>									
Stringer Plate, breadth and thickness .....		34	.35	34 x .34					
Plating, Sheathing, material and thickness .....			.35	.30					
<b>Bridge Deck.</b>									
Stringer Plate, breadth and thickness .....		55	.58	(explan)					
Plating, Sheathing, material and thickness .....			.58						
<b>Forecastle Deck.</b>									
Stringer Plate, breadth and thickness .....		34	.35	34 x .34					
Plating, Sheathing, material and thickness .....		35 with 5 x 2½ O.P.		.26					

## SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	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 .....	48	.72	.64	.64		Double	$\frac{7}{8}$	$3\frac{1}{4}$	4-3	$\frac{7}{8}$	$3\frac{1}{2}$	Lapped	
„ DBLG. (if any)	B.C and D strakes .56 to collision bhd												
BOTTOM PLATING, No. of Strakes .....4..		.56	.44	.44		"	"	"	3	"	$3\frac{1}{8}$	"	
BILGE PLATING, No. of Strakes .....1..		.56	.44	.44		"	"	"	3	"	"	"	
SIDE PLATING, No. of Strakes .....2..		.56	.42	.42		"	"	"	3	"	"	"	
UPPER DECK, Sheer-strake in Wells.....			.96	.42	.42	"	1	$3\frac{3}{4}$	4	$1\frac{1}{8}$	$4\frac{1}{2}$	"	
UPPER DECK, Sheer-strake in Bridge ...	63½	.56				"	$\frac{7}{8}$	$3\frac{1}{4}$	3	$\frac{7}{8}$	$3\frac{1}{2}$	"	
STRAKE BELOW Sheer-strake in Wells.....			.72	.42	.42	"	"	"	4	"	$3\frac{1}{2}$	"	
STRAKE BELOW Sheer-strake in Bridge ...	74	.56				"	"	"	3	"	$3\frac{1}{8}$	"	
POOP SIDE PLATING .....				.38		"	"	"	2	$\frac{3}{4}$	$2\frac{5}{8}$	"	
BRIDGE SIDE PLATING ...		.60				"	"	"	3	$\frac{7}{8}$	$3\frac{1}{8}$	"	
FOREC'TLE SIDE PLATING			.40			"	"	"	2	$\frac{3}{4}$	$2\frac{5}{8}$	"	

## WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c)	6
"    Deck next below	-
As per Rule	6

## STIFFENERS.

	Plating Thickness.				
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks	-	-	-	-	-
"    "    Second    "					
"    "    Third    "					
"    "    Holds .....		7 N.B.S.			
COLLISION " (in Hold) .....		39-32 1/2	32		
AFTER PEAK " .....		48-30 7/8	46 2 1/4	47-35 3/8	46 2 1/4

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar .....	Flat plate	plate	heel	
STEM .....	Roller steel	9 x 2 3/4		
STERN FRAME { Propeller Post .....	Forging	10 x 7	Darlington	
{ Rudder .....	"	9 x 7	Forge	
RUDDER—A x D .....	Forging	10 x 7	Darlington	
Speed of Vessel .....	10 knots			
RUDDER mainpiece at head .....	Forging	7 1/8	Darlington	
"    "    heel .....	"	8 1/4 - 10 1/2	Forge	
"    how constructed .....	Balanced reaction type			
"    double or single plate coupling, vertical or horizontal .....	Single			

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Dorman Long, Cargo Fleet, Guest Keen & Nettlefold.*  
*open hearted process.*  
 Has the Steel been tested as required by the Rules? *Yes.*







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 *41 cwt 19p. 7 lbs M.A.B. W<sup>P</sup> 4290 26/3/29.*  
2nd „ *38 „ 1 „ 6 „ M.A.B. W<sup>P</sup> 4325 28/3/29.*  
3rd „ *30 „ 3 „ 12 „ E.W.C. W<sup>P</sup> 4302 10/12/20.*

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop *34.83* ft., R.Q.D. — ft., Bridge *242.66* ft., Forecastle *35.6* ft.  
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *Poop not joined to bridge*

No. and Material of Decks (this information is to be given as it should appear in the Register Book) *10<sup>th</sup> (stl)*

Official No. *161542* ; Signal Letters \_\_\_\_\_ Is bottom of Vessel coated with cement *yes* 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,	<i>127.8</i>	<i>379</i>	Fore peak tank,	<i>20.3</i>	<i>77</i>
Double bottom, under Engines and Boilers,			After peak tank,	<i>24.0</i>	<i>136</i>
Double bottom, if under Engines only,	<i>23.8</i>	<i>107</i>	Deep tank, aft,		
Double bottom, if under Boilers only,	<i>19.6</i>	<i>89</i>	Deep tank, forward,		
Double bottom, forward,	<i>172.3</i>	<i>690</i>	Other tanks, if fitted,		
	Total capacity of double bottom	<i>1265</i>	(If necessary, furnish further information by sketch.)		

\* The wells are not to be included in the lengths of the tanks.  
*343.4*

Order for Special Survey No *5346*

Date *18.5.29*

Dates of Surveys held while building

*1929 Apr 15. 16. 18. 19. 22. 25. May 1. 9. 14. 17. 24. June 3. 5. 12. 18. July 2. 5. 9. 11. 16. 18. 19. 25. 26. Aug 13. 15. 19. 21. 23. 26. 28. 30. Sep. 2. 4. 5. 9. 11. 13. 16. 18. 20. 23. 26. 27. Oct. 2. 4. 9. 11. 14. 15. 17. 22. 28. 29. 30. 31. Nov. 1. 4. 5.*

Total No. of Visits *59.*

Has the Steel been tested as required by the Rules? *J*