

STEEL STEAMER or MOTORSHIP.

12 AUG 1931

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

7.8.31.

Port of *Liverpool*No. *99050*Survey held at *Birkenhead*Date First Survey *12th August 1930*Last Survey *7th August 1931*

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

Single Screw Steamer "HILARY"

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

*Complete Superstructure without Tonnage opening*State Type of Erections *Forecastle.*

TONNAGE under Tonnage Deck...

6183.57

CLASS

100A.1.

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 420.0

Breadth (greatest moulded)

B 56.0

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

D 37.05

Total

6183.57

Gross Tonnage

7402.60

Register Tonnage

4350.22

1st Longitudinal Number (L x D)

= 14910

2nd Numeral L x (B + D)

= 38430

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

11.35

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

Do. Long Bridge to top of keel

Draught Moulded

23-11-98

Launched

*17th April 1931*Yard No. *975*

Builders

Messrs. Cammell Laird & Co. Ltd.

Owners

The Booth S.S. Co.

Managers

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

Residence

Canard Buildings, Liverpool

Port of Registry

*Liverpool.*If surveyed while building, afloat, *Yes* 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	<i>31 1/2</i>		Bracket Floors, Frame	<i>B.A. 6 3 1/2 46</i>	
" " from 1/2 length to Collision bulkhead	<i>27</i>		" " Reversed Frame	<i>B.A. 5 1/2 3 46</i>	
" " in peaks	<i>24</i>		" " Vertical Struts	<i>L 10 x 3 1/2 x 3 1/2 x 42</i>	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>46 x 56</i>	
Frame Amidships, Angle, [<i>10 3 1/2 44</i>]	<i>10 3 1/2 44</i>		" " top Angles	<i>Double 3 1/2 3 1/2 54</i>	
" " Extends up to	<i>3 1/2 x 2nd Decks.</i>		" " bottom Angles	<i>Double 4 4 60</i>	
Reversed Frame Amidships, Angle	<i>✓</i>		Side Girders, No. each side and thickness	<i>One - x 42</i>	
" " Extends up to	<i>✓</i>		Margin Plate depth (excl. of flange) and thickness	<i>35 x 54</i>	
Depth of Framing Girder	<i>10 x 12</i>		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	<i>3 1/2 3 1/2 44</i>	
Frames in Uppermost Continuous 'tween Decks, Angle, [<i>7 3 1/2 36</i>]	<i>7 3 1/2 36</i>	<i>B.A.</i>	" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	<i>6 6 44</i>	
" " Second 'tween Decks, Angle, [<i>7 3 1/2 36</i>]	<i>7 3 1/2 36</i>	<i>O.A.</i>	" " Gussets, spacing and scantling abaft 1/2 len. from stem	<i>Continuous Plate 42</i>	
" " Third " " " "	<i>✓</i>		" " Gussets, spacing and scantling forward 1/2 len. from stem	<i>Continuous Plate 54</i>	
Framing in Peaks, Angle, [<i>7 1/2 3 38</i>]	<i>7 1/2 3 38</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>5-6 x 47</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>7/8 6 1/2 DIAS.</i>		INNER BOTTOM PLATING.		
State if Frame Joggled	<i>Yes</i>		Breadth and thickness of Middle Line Strake	<i>53 x 52</i>	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>11 x 3 1/2 x 36 B.A. Frames in No. 1 Hold & 2 side stringers for full length of No. 1 Hold.</i>		Thickness of remainder in Holds	<i>44</i>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Solid Plating fitted in No. 1 & 2 Holds. 13 stringers bottom plating thickness carried to Collision Bulkhead.</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			Uppermost Continuous Deck, amidships in Wells, Angle, [<i>9 x 3 1/2 x 3 1/2 x 54</i>]	<i>9 x 3 1/2 x 3 1/2 x 54</i>	<i>Speed 63</i>
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, [<i>8 x 3 x 48</i>]	<i>8 x 3 x 48</i>	
Middle Line Keelson, on Floors, Angles, [<i>6 x 3 x 36</i>]	<i>6 x 3 x 36</i>		" " Spacing	<i>31 1/2</i>	
" " Through Plate or Intercoastal Plate			Second Deck, amidships, Angle, [<i>8 x 3 x 36</i>]	<i>8 x 3 x 36</i>	
" " Foundation Plate on Floors			" " Spacing	<i>31 1/2</i>	
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, [<i>8 x 3 x 36</i>]	<i>8 x 3 x 36</i>	
Side Keelsons, No. each side			" " Spacing	<i>31 1/2</i>	
" " thickness of Intercoastal Plate			Fourth Deck, amidships, Angle, [<i>8 x 3 x 36</i>]	<i>8 x 3 x 36</i>	
" " Angles			" " Spacing	<i>31 1/2</i>	
DOUBLE BOTTOM.			Poop Deck, Angle, [<i>8 x 3 x 36</i>]	<i>8 x 3 x 36</i>	
Solid Floors, thickness and spacing	<i>43 52 x 5 - 94 1/2</i>		" " Spacing	<i>31 1/2</i>	
" " Are Frame and Reversed Frame joggled?	<i>Yes</i>		Bridge Deck, Angle, [<i>8 x 3 x 36</i>]	<i>8 x 3 x 36</i>	
Bracket Floors, breadth and thickness at middle line	<i>2-8 1/2 x 43 - 52 B.S.</i>		" " Spacing	<i>27 x 24</i>	
" " breadth and thickness at margin plate	<i>2-8 1/2 x 43 - 52 B.S.</i>		Forecastle Deck, Angle, [<i>8 x 3 x 36</i>]	<i>8 x 3 x 36</i>	
			" " Spacing	<i>27 x 24</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..... <i>Two</i>									
<i>upper</i> in 'tween Decks, Size and Spacing.....	<i>4 1/2</i>	<i>3 1/2</i>	<i>2 3/4</i>						
<i>lower</i> " " " " " "	<i>5 1/2</i>	<i>8</i>	<i>6</i>						
in Holds " " " "	<i>Build as approved</i>								
" " " " " "									
Centre Line Bulkhead.									
Stiffeners and Spacing.....									
Plating, thickness of									
STRINGERS AND DECKS.									
Uppermost Continuous Deck.									
Stringer Plate, breadth and thickness in Wells	<i>64</i>	<i>x</i>	<i>48</i>						
" " " " " in way of Bridge									
" Angle in Wells	<i>6</i>	<i>6</i>	<i>62</i>						
Thickness of Plating abreast Deck openings } in way of Wells	<i>47</i>								
Thickness of Plating abreast Deck openings } in way of Bridge									
Thickness of Plating within line of openings...	<i>40</i>								
If Sheathed, material and thickness	<i>2 1/2</i>	<i>Amos Pine</i>							
Second Deck.									
Stringer Plate, breadth and thickness in Wells	<i>48</i>	<i>x</i>	<i>40</i>						
Stringer Plate, breadth and thickness in way of Bridge									
Thickness of Plating abreast Deck openings } in way of Wells									
Thickness of Plating abreast Deck openings } in way of Bridge									
Thickness of Plating within line of openings...									
If Sheathed, material and thickness									
Third Deck.									
Stringer Plate, breadth and thickness.....	<i>48</i>	<i>x</i>	<i>34</i>						
If Plated, state thickness.....	<i>30</i>								
Fourth Deck.									
Stringer Plate, breadth and thickness.....									
If Plated, state thickness									
Poop Deck.									
Stringer Plate, breadth and thickness									
Plating, Sheathing, material and thickness ...									
Bridge Deck.									
Stringer Plate, breadth and thickness.....									
Plating, Sheathing, material and thickness ...									
Forecastle Deck.									
Stringer Plate, breadth and thickness.....	<i>35</i>	<i>x</i>	<i>36</i>						
Plating, Sheathing, material and thickness ...	<i>28-50</i>	<i>under Windlass.</i>							

SHELL PLATING.

SCANTLINGS.						RIVETING.					
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <i>do</i>		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.	NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.					Diam.	Spacing or to cr.	
FLAT PLATE KEEL	<i>52</i>	<i>78</i>	<i>68</i>	<i>68</i>	<i>Uppermost Plate 78</i>	<i>Double</i>	<i>1</i>	<i>4</i>	<i>4R</i>	<i>1</i>	<i>Lapped</i>
" DBLG. (if any)											
BOTTOM PLATING, No. of Strakes	<i>72</i>	<i>61</i>	<i>50</i>	<i>50</i>		<i>Double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>3R</i>	<i>7/8</i>	<i>Lapped</i>
BILGE PLATING, No. of Strakes	<i>65 1/2</i>	<i>61</i>	<i>50</i>	<i>50</i>							
SIDE PLATING, No. of Strakes	<i>67 1/2</i>	<i>60</i>	<i>47</i>	<i>47</i>							
UPPER DECK, Sheer-strake in Wells.....	<i>60</i>	<i>68</i>	<i>47</i>	<i>47</i>				<i>4R</i>		<i>3 1/2</i>	
UPPER DECK, Sheer-strake in Bridge ...											
STRAKE BELOW Sheer-strake in Wells.....	<i>46</i>	<i>65</i>	<i>47</i>	<i>47</i>		<i>Double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>4R</i>	<i>7/8</i>	<i>Lapped</i>
STRAKE BELOW Sheer-strake in Bridge ...											
POOP SIDE PLATING											
BRIDGE SIDE PLATING ...											
FORECASTLE SIDE PLATING		<i>42</i>				<i>Single</i>	<i>3/4</i>	<i>2 5/8</i>	<i>1R</i>	<i>3/4</i>	<i>Lapped</i>

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— <i>line one</i>					
Extending to Upper Deck (Sec. 3 c)					
" Deck next below					
As per Rule					
<i>Eight as approved</i>					
	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHD, Upper tween decks					
" " Second " "	<i>26</i>	<i>5 x 3 1/2</i>	<i>34</i>	<i>30</i>	
" " Third " "					
" " Holds	<i>40</i>	<i>10 x 3 1/2</i>	<i>50</i>	<i>30</i>	
COLLISION " (in Hold)	<i>40</i>	<i>10 x 3 1/2</i>	<i>50</i>	<i>30</i>	
AFTER PEAK " "	<i>43</i>	<i>10 x 3 1/2</i>	<i>50</i>	<i>24</i>	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				
STEM	<i>Roller Steel</i>	<i>10 x 2 1/2</i>	<i>Colville</i>	
STERN FRAME { Propeller Post	<i>Cast Steel</i>	<i>12 1/2 x 7 1/8</i>	<i>Darlington Forge Co.</i>	
{ Rudder "	<i>"</i>	<i>9 x 7 1/8</i>	<i>Id.</i>	
RUDDER—A x D	<i>568</i>			
Speed of Vessel <i>13 knots</i>				
RUDDER mainpiece at head	<i>S.M. Forged 11 1/2 dia</i>		<i>Lundland Forge Co.</i>	
" " heel	<i>2 x 8 1/2 dia</i>		<i>Id.</i>	
how constructed	<i>Build, Amos Shumaker Keyed.</i>			
double or single plate	<i>1-1/2"</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)		<i>S. M. Pen Leath.</i>
	<i>Pease & Partners Ltd.; Cleveland Steelworks; South Durham Iron Co.; Consett Iron Co. Ltd.; Baldwins Ltd.; Carr's Steel Iron Co. Ltd.; Brunner, Mond & Co. Ltd.; Appleby Iron Co. Ltd.; Steel Co. of Scotland; The British (Imperial) Steel Co. Ltd.</i>		
	Has the Steel been tested as required by the Rules?		<i>Yes.</i>

EQUIPMENT No. 41539											LETTER <i>b f</i> ^{see note below}		ANCHORS. 3 B. 1 S. 1 K.			
Number of Certificate.	Anchors.	WEIGHT, PER 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.					
44823	1st Bower ...	77	2	7	-	-	-	57	8	3	0	72½	"Britannia"	Rehd. Sykes & Sons Ltd.	L.P.H.C.H. 14/1/30. S.C. Paul	
44824	2nd " ...	77	1	14	-	-	-	57	8	3	0	72½	"	"	" 5/11/29. "	
64371	3rd " ...	65	2	0	-	-	-	51	5	0	0	62	"	"	L.P.H.T. 26/11/30. H.C. Lison	
	Collective weight.	220	2	21	-	-	-	-	-	-	-	207	✓	✓	✓	
64602	Stream ^{STOCK}	20	2	0	5	2	4	21	3	0	0	20½	ordinary	"	" 2/3/31. W. A. Ransdale	
64603	KEEDGE "	18	1	24	3	3	18	16	18	3	0		"	"	" 3/3/31. "	
CHAIN CABLES.															HAWSERS AND WARPS.	

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.	
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Fathoms.	Ins.					Fathoms.	Ins.		Fathoms.	Ins.
34884	300	2 1/16	106 9/10	149 3/5	90	0	7	890	1/4	Stud 2 Sykes & Sons Ltd. L.P.H.B.C. 6/3/31. L.L. Way			TOWLINE	130	5	70.9	130	5
													HAWSERS & WARPS	100	2 3/4	21.1	100	2 3/4
														100	2 3/4	21.1	100	"
														100	2 3/4	21.1	100	"
														100	2 3/4	21.1	100	"
Lean Stream	120	4 1/2		58.6				120	4 1/2									

as supplied

Steering Gear, Steam *Telemeter by Brown Bros.* Steering Gear, Hand *James Watt*

Boats *8-28'0" x 8'7 1/2" x 3'5 1/2"* Steering Chains, Size and Test *✓* Windlass *Steam by Clarke Chapman*

2-23'0" x 7'50" x 2'90"

Ceiling in Holds, thickness and material *2 1/2" Pitch Pine in way of hatches* Cargo Battens, thickness, material and spacing *6 x 2 1/2" W pine 8" spaces*

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

Size of No. 1 Hatchway (Forward) *14'0" x 18'0"* No. 2 *15'1 1/2" x 18'5"* No. 3 *15'1 1/2" x 13'2"* No. 4 *15'1 1/2" x 18'5"* No. 5 *15'1 1/2" x 18'5"* No. 6 *✓*

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

DANIEL LAIRD AND COMPANY LIMITED.

Builder's Signature *D. Laird* SECRETARY

GENERAL DECLARATION *This vessel has been built in accordance with the approved plans, the Secretary's letters, and the Society's Rules for the class contemplated.*

The workmanship and the materials are good.

A freeboard of 13'5" has been assigned and verified, and the freeboard marks cut in on the vessel's sides.

All double bottom tanks, peak tanks, deep tanks, decks, and bulkheads have been satisfactorily tested.

Approved plans 27 in number (details on page 4) are forwarded with this report.

Note:- The anchors and cables supplied to the vessel are one grade in excess of the Rule requirements at the owner's request.

The amount of Entry Fee £ 10 : 0 : 0 Fees applied for, *6/8/31*

Special Survey Fee.... £ 385 : 1 : 6 Received by me, *11/8/31*

Freeboard 13 0 0

Travelling Expenses, if any £ 5 5 0

Damage 5 5 0

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

State whether the Vessel has been built under Special Survey *yes* Signature *E.H. Dean*

H.M. Certificate to be sent to *Liverpool* Date of issue *12/2/31* Surveyor to Lloyd's Register of Shipping.

Committee's Minute *LIVERPOOL 11 AUG. 1931*

Character assigned *+100 A1-8.31.*

with freeboard

Lloyds A & CP

+ L.M.C. R. 21. 25. 201

C.L. J.W.

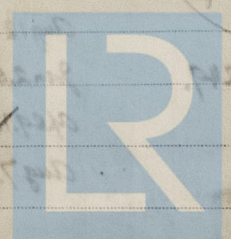
Elec. Light

Changed for oil fuel burning in Nov. 1949 with plans of Jan. 1949 with

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Lloyd's Register Foundation

The Surveyors are requested not to write on or below the Committee's Minute.



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.)

The following approved plans are forwarded herewith:

- 1 Midship Section.
- 2 Longitudinal Section.
- 3 Rudder and Stem Frame.
- 4 Pillars and Girders.
- 5/6 Constnctional Decks (2).
- 7 Cargo Hatches.
- 8 Scantlings of Boat, Promenade deck and deck houses.
- 9 Casing Scantlings.
- 10 Oil drain Tank and Recess in Double bottom for "Bauer-Wach" gearing.
- 11 Shaft Tunnel
- 12 Mast Plan
- 13 After peak W.T. Bulkhead
- 14 Scantlings of pillars and girders in Superstructure.
- 15 Topside in way of Cargo doors & Coaling ports.
- 16 Detail of Multiple Riveting (Decks.)
- 17 Cast iron Sentries.
- 18 Full size section of propeller post in way of scarp.
- 19 Equipment plan.
- 20 Tank top multiple riveting.
- 21 Light and air hatches on weather decks.
- 22 Houses on upper deck aft.
- 23 Lifting beam in Engine room
- 24/5 Arrangement of beams in way of Saloon (2).
- 26 Detail of Welded plate chocks, Main Deck aft
- 27 Plan of beam scantlings in way of F.W. Tanks below 3rd Deck.
- 28 5- Forging reports.
- 29 3- Steering Gear Plans.

Note: This vessel is stated to have sustained damage to Port side while entering the fitting out basin at Cammell Laird & Co. after launch 17th April 1931.
Repairs - F stake no 7 from fwd. removed, joined and refitted
" F " no 6 " " joined in place.
All removals necessary for carrying out the repairs replaced and made good.

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

1st Bower WT 47-2-16 cwt; Initials M.B. Cert. no. 6885. Date 29th August 1929.
2nd " " 47-1-18 "; " K.H. " 6728. " 3rd July 1929.
3rd " " 40-0-9 "; " K.H. " 8419. " 15th August 1930.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle 83.75 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 Dks (Stl) & Upper Dk (Stl W.S.)

Official No. 162350 : Signal Letters ☒ Is bottom of Vessel coated with cement yes if not give particulars of composition ☒

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length.		Water Capacity.	Where Fitted.	*Length.		Water Capacity.
	Feet.	Tons.			Feet.	Tons.	
Double bottom, aft,	<u>120.75</u>	<u>244</u>	Fore peak tank, After peak tank, Deep tank aft, Deep tank, forward, Other tanks, if fitted, (If necessary, furnish further information by sketch.)	<u>23.46</u>	<u>82</u>		
Double bottom, under Engines and Boilers,	<u>78.75</u>	<u>366</u>		<u>20.79</u>	<u>111.5</u>		
Double bottom, if under Engines only,	<u>—</u>	<u>—</u>		<u>7.87</u>	<u>123.0</u>		
Double bottom, if under Boilers only,	<u>—</u>	<u>—</u>		<u>—</u>	<u>—</u>		
Double bottom, forward,	<u>165.75</u>	<u>556.5</u>		<u>—</u>	<u>—</u>		
Total capacity of double bottom	<u>365.25</u>	<u>1166.5</u>		<u>—</u>	<u>—</u>		

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

Order for Special Survey No. 1249

Date 20/6/30

Dates of Surveys held while building

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

Total No. of Visits 97