

	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.....	TWO ✓		Stringer Plate, breadth and thickness in way of Bridge	54 * 44 50½ x 34 ✓	✓
" in 'tween Decks, Size and Spacing.....	WIDE SPACED TUBULAR PILLARS DEEP GIRDERS IN HOLDS & TWN DWIS ASTER APPROVED PLAN ✓		Thickness of Plating abreast Deck openings) in way of Wells41 ✓	✓
" " " " "			Thickness of Plating abreast Deck openings) in way of Bridge	40 .30 ✓	✓
" in Holds " "			Thickness of Plating within line of openings...	.35 ✓	✓
" " " " "			If Sheathed, material and thickness	NOT SHEATHED ✓	✓
Centre Line Bulkhead.			Third Deck. IN NO HOLD ONLY.		
Stiffeners and Spacing.....			Stringer Plate, breadth and thickness.....	.34 ✓	✓
Plating, thickness of			If Plated, state thickness.....	.30 ✓	✓
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells	54 x 1'06 ✓		If Plated, state thickness.....		
" " " " in way of Bridge	54 x .45 ✓		Poop Deck.		
" Angle in Wells	7 x 7 x 1'06 ✓		Stringer Plate, breadth and thickness	38½ x 48 ✓	✓
Thickness of Plating abreast Deck openings) in way of Wells91 ✓		Plating, Sheathing, material and thickness40 NOT SHEATHED. ✓	✓
Thickness of Plating abreast Deck openings) in way of Bridge41 ✓		Bridge Deck.		
Thickness of Plating within line of openings...	.46 ✓		Stringer Plate, breadth and thickness.....	75 x .59 ✓	✓
If Sheathed, material and thickness	NOT SHEATHED ✓		Plating, Sheathing, material and thickness ...	56 x .59 ✓ <i>Composition in Way OF ACCOM.</i>	✓
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	54 x .44 ✓		Stringer Plate, breadth and thickness.....	.48 ✓	✓
			Plating, Sheathing, material and thickness46 NOT SHEATHED ✓	✓

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? <i>No</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 or.		Diam.	Spacing or. to or.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL	53	1.00	.85	.85		DOUBLE	1	3.8	FOUR.	1 1/8	4 1/2	LAPPED
" <i>Deck (if any)</i>												
BOTTOM PLATING, No. of Strakes	FOUR.	.70	.52	.52		"	7/8	3.4	FOUR	7/8	3 1/2	"
BILGE PLATING, No. of Strakes	ONE	.72	.52	.52		"	"	"	"	"	"	"
SIDE PLATING, No. of Strakes	FOUR.	.68	.48	.48		DOUBLE 3 STRAKES TREBLE IN THE BOODIES	"	"	THREE	"	3 1/8	TWO STRAKES WELDED AMIDSHIP SEE APPROPRIATE
UPPER DECK, Sheer-strake in Wells.....	52.	1.07	.48	.48		DOUBLE	1 1/8	4.3	FIVE	1 1/8	5	LAPPED
UPPER DECK, Sheer-strake in Bridge ...	52	.68	✓	✓		"	7/8	3.4	THREE	7/8	3 1/8	"
STRAKE BELOW Sheer-strake in Wells.....	59	.96	.48	.48		"	1	3.8	FIVE	1	4 1/2	"
STRAKE BELOW Sheer-strake in Bridge ...	59	.68	✓	✓		"	7/8	3.4	THREE	7/8	3 1/8	"
POOP SIDE PLATING41		SINGLE	3/4	3"	ONE	3/4	2 5/8	"
BRIDGE SIDE PLATING ...	63	.824	.66	✓	✓	DOUBLE	7/8	3.4	FOUR	7/8	3 1/2	"
FOREC'TLE SIDE PLATING	✓	✓	.44	✓		SINGLE	3/4	3"	ONE	3/4	2 5/8	"

Total No. of W.T. BULKHEADS in Vessel—		EIGHT		Casting or Forging.		Scantlings.		Maker's Name.		Any departure from approved plans to be noted.	
Extending to Upper Deck (Sec. 3 c)		SEVEN		KEEL, Bar		FLAT PLATE KEEL.					
" Deck next below		ONE		STEM		ROLLED STEEL.					
As per Rule		SEVEN		STEERN FRAME {		TOP PORTION—CAST STEEL Propeller Post LOWER PORTION—FORGED Rudder "		SEE APPROVED PLAN		BOCHUMER VEREIN A.G.	
		STIFFENERS.		RUDDER—A X D		SHAFT FORGED.				RUHRSTÄHL A.G.	
		VERTICAL.		HORIZONTAL.		SPEED OF VESSEL		15 KNOTS		STÄHLWERK KRIEGER DUSSELDORF	
		Scantlings.		Spacing.		RUDDER mainpiece at head ...		13" DIA. RUDDER HEAD			
		Scantlings.		Spacing.		" " heel ...		SEE APPROVED PLAN FOR OTHER DIMENSIONS.			
MIDSHIP BULKH'D, Upper tween decks		26-28 6 x 3 x 34 BA. 30"		✓		" " how constructed		DOUBLE 50 THICK.			
" " Second " F.D.		30-33 8 x 3 1/2 x 46 BA 30"		✓		" double or single plate coupling, vertical or horizontal		HORIZONTAL.			
" " Third "		✓		✓							
" " Holds		30-50 12 x 3 1/2 x 42 BA 30"		✓							
COLLISION " (in Hold)		54-36 8 x 3 x 6 BA 24"		ONE SEMI-BOX BEAM. 4 CHAIN LOCKER.							
AFTER PEAK " "		52-31 8 x 3 x 36 BA 21"		TUNNEL RECESS							
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) (OPEN HEARTH PROCESS)											
COLVILLES, STEEL CO OF SCOTLAND, LANARKSHIRE, STEWART & LLOYDS, CONSETT, SKINNING GROVE.											
Has the Steel been tested as required by the Rules? YES.											

Rpt. 9a. FIRST ENTRY.
Port of GREENHOCK. Continuation of Report No. 19990 dated 27TH July 1935. on the

FIRE DAMAGE

Damage stated to have been sustained through fire in No 3 lower tween decks. on the 29th of April 1935, the fire was found out about 6 p.m. and eventually extinguished about 12 p.m. the same day, while the vessel was on the stocks prior to launching.

R Inglis See sheet No 2.

- S. S. MARWARRI -

SECOND DKStringer plate one stringer plate on port side renewed.Deck plating Seven (7) deck plates P & S sides renewed. Six (6) deck plates taken off faired & refitted. Two hatch corner doublings renewed & one hatch corner doubling taken off, faired & refitted.Beams four (4) through beams & two (2) half beams faired in placeBulkheads Bridge tween deck No 123, 6 bulkhead plates renewed, angle stiffeners cut off, faired & refitted, deck bar renewed.

Lower tween dk, bulkhead No 126:- 6 bulkhead plates renewed, one plate taken off, faired & refitted, 24 bulk angle stiffeners renewed, frame bars & deck bars top & bottom renewed.

Frames Starboard side. Five (5) 12" bulb angle frames cropped below 2nd Deck & upper portions renewed. Butts electrically welded & new & thicker beam base brackets fitted in way of same. Nine (9) scapled frames renewed from 2nd Dk to Bridge Dk. fourteen (14) beam knees to upper deck beams renewed. One scapled frame from upper Dk to bridge deck renewed.Port side Six (6) 12" bulb angle frames cropped below 2nd Deck & upper portions renewed. Butts electrically welded & new & thicker beam knee brackets fitted in way of same. Eleven (11) scapled frames renewed from 2nd Dk to Bridge Dk. Seventeen (17) beam knees to upper deck beams renewed.

Air & sounding pipes in way of damage overhauled & renewed as necessary. One ventilator tube P & S. renewed. all hatch covers & spar ceiling damaged or burnt renewed.

L. R. Edgar

Collision damageDamage stated to have been sustained through striking Princes Dock & Queens dock wall, Glasgow on 20th July 1935 whilst the vessel was proceeding from dry dock to the coaling berth.Repairs, plates counting from aft.Starboard side aftNo 4 plate on H stake (3rd below steer) renewed.No 2 plate on G stake (4th below steer) faired in place.

One main (12") bulb angle frame cropped & part renewed, the butt being electrically welded & also fitted with a bulb angle back bar.

Two bulb angle frames faired in place.

One beam knee removed, faired & refitted.

Port side forward

No 16 plate on 'H' stake & No 16 plate on 'G' stake faired in place. rivets in landing renewed & caulking in vicinity overhauled.

Port side in way of deep tank.

No 8 plate on 'G' stake faired in place. Caulking & riveting in way of same overhauled & made good.

R. Inglis

See sheet No 3.

- S. S. MARWARRI -

COLLISION DAMAGE (CONT'D)Port side in way of engine room -

The upper landing of No 10 plate on 'F' strake (5th below sheer) and the lower landing of No 10 plate on G strake (4th below sheer) were found to be slightly set in between the frames. As this indent was below the waterline and as arrangements had then been made for the vessel to proceed on her trials & afterwards to proceed to Middlesbrough to load, the owners requested that this damage might be repaired at the next dry docking.

In view of this request, the shell on the port side in way of engine room deep tank, bunkers & No 3 hold was specially examined internally and no further damage was found. It is therefore recommended that the port side of the vessel in way of engine room be specially examined at the next dry docking and that the landing of No 10 plate on F & G strakes in way of the engine room be dealt with at the next dry docking. This, in my opinion, merits the favourable consideration of the Committee.

Kenneth Inglis

CHAIN CABLES.										HAWSEERS AND WARPS.												
No. of Cable.	Length and size supplied.		Test per Certificate.		WRIGHT 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.	Statu- tory.	Break- ing.	Supplied.		Per Rule.	Fathoms.					Ins.	Length.		Cir.	Fathoms.	Ins.				
					Tons.	Cwts.													qrs.	lbs.	Cwts.	Fathoms.
488	300	2 3/8	142 1/2	198 3/4	934	3	2	940	✓	308	2 1/2	STAND LINK TAYCO	S. TAYLOR & SONS	METHERTON	3 3/5	H.G.	TOWLINE...	130	6	99 1/4	130	5 1/2
492	20	5 1/3	2 3/8	"	"	"	33	2	18	300	2 1/4	TAYCO	" "	"	"	"	HAWSEERS & WARPS	2@100	3 1/4	217 1/4	4@100	2 3/4
			Cir.														"	2@100	8"	MANILLA		
Stream Wire	120	5 1/4		77 1/2						120	4 3/4						"	4@120	7"	MANILLA.		

Steering Gear, Steam **By J. HASTIE & Co.** Steering Gear, Hand **RELIEVING TACKLE FITTED**
 Sails **6 LIFEBOATS.** Steering Chains, Size and Test **TELE MOTOR GEAR.** Windlass **EMERSON WALKER & Co.**
 Ropes in Holds, thickness and material **NONE FITTED.** Cargo Batches, thickness, material and spacing **2" W.P. 9" WHERE HORIZONTAL**
go Hatchways.—(Upper Deck) **STEEL PLATES & ANGLES** **HORIZONTAL SPARRING IN NO. 4 & 5 HOLES & TWIN DECK.**
of No. 1 Hatchway (Forward) **15' 9" x 18' No. 2 38' 1/2 x 21' No. 3 15' 3" x 21' No. 4 15' 0 1/2 x 21' No. 5 30' 6" x 21' No. 6 26' 4" x 21'**
ber of Shifting Beams and/or Fore and Afters **NO. 1. STEEL STIFFENED COVER: NO. 2 = 6 : NO. 3 & 4 = 2 : NO. 6 = 3 : NO. 5 = 5.**

WILLIAM HAMILTON & CO. LIMITED
Thos. Mess.

TRAL DECLARATION. *It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel* ✓ *No* *(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo* No *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 and in general conformity with the Society's rules for the class contemplated.

The workmanship is good & the materials used in the vessel's construction are also

The freeboard has been verified and the marks cut in on the vessel's sides.

The double bottom tanks fore & after peak tanks & deep tank have been tested to rule
inments & found satisfactory.

The weather decks, W.T. bulkheads & shaft tunnel. were hose tested & found satisfactory.

Amount of Entry Fee	£ 11 : 0 : 0	* 16. 7. 35	Fees applied for,
		* 27. 3. 1935	
Special Survey Fee....	£ 400 : 15 : 6	* 230. 7. 35	
FREEBOARD.	19 : 0 : 0	* 17. 7. 35	Received by me,
		* 5. 5. 1935	
Travelling Expenses, if any £			
FIRE DAMAGE	26 : 5 : 8	24. 4. 1922	
COLLISION DAMAGE	4 : 4 : 8		
Whether the Vessel has been built under Special Survey			YES

I am of opinion the Vessel should be Classed

* 100 A.I.

Subject to intended plating on ^{the} Starboard side, in engine room being dealt with and to remainder of hull plating in way of engine room Port side being especially examined & dealt with in respect of a great dry docking.

Signature Kenneth Inglis

~~Surveyor to Lloyd's Register of Shipping.~~

Certificate to be sent to GREENOCK OFFICE Date of issue 7/8/35.

Committee's Minute **GLASGOW** 30 JUL 1935

FRI. 3 JAN 1936

Character assigned

+ 100 A

7.35 } Subject re.

Lloyds A.C.P.

+ L.M.C. 7.35 - 7.40

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Lloyd's Register
Foundation

0030
215

20844
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.)

This vessel is a sister ship to the S.S. 'MARKHOR' Greenock first entry report No. 19076 dated 18th July 1929, W^m Hamilton & Co Ltd yard no 407 & built for the same owners.

The following approved plans together with plans of midship section & profile & decks as built and the forging reports are forwarded herewith.

Midship section (for bottom scantlings only), midship section & framing profile, profile & deck plan, Preliminary rudder plan, preliminary stern frame, stern frame, side stringers, contour casting, pumping arrangement, watertight bulkheads, cruiser stern, stern frame scantlings, rudder plan, deep tank bulkheads, rudder arms (4 plans), deep tank stringers, pillars & girders, engine seating, modification of upper deck girder between No. 142 hatches, pillar & girder details, bridge end stiffening, cargo doors, hatches, inlet reservoir, flat bar on decks, No. 1 cargo hatch, shell expansion forward, body sections forward, electric welding on F & G strakes. Quadrant tiller.

This vessel sustained damage by fire in No. 3 lower tween decks on 29th April 1935 whilst she was on the stocks, for particulars of repairs see follower sheet.

Also the vessel was stated to have sustained damage thro striking the Prince's dock & Queens dock wall when proceeding from the dry dock to the coaling berth on July 20th 1935 for particulars of damage see follower sheet No. 2.

An interim certificate has been issued copy of which is attached.

Welding The butts of F & G strakes were electrically welded in accordance with the approved. 6th parts electrically welded are:- W.T. collars in No. 1 hold, W.T. collars at top of fore & after peak tanks & at top of deep tank, corners of tank end W.T. floors, bulkhead stiffener bottom brackets to tank top. The welding was done in accordance with the Regulations for the application of electric arc welding to ship construction and with approved electrodes.

Particulars of Drop Test of Cast Steel Anchors, viz.:- Weight, Surveyor's Initials, Number of Certificate, Date of Test.	HEADINGS.			
	1st Bower	54.0.25	K.H.	6960 : 13/9/29.
	2nd "	53.0.10	M.B.	6653 : 19/7/29.
	3rd "	49.1.20	M.B.	9448 : 27/11/31.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 52.0 ft., R.Q.D. ✓ ft., Bridge 158.9 ft., Forecastle 54.5 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 (Stn), 3rd Dk (StL) IN No. 1 HOLD

Official No. 164,263. Signal Letters _____ Is bottom of Vessel coated with cement YES. if not give particulars of composition BOTTOM WHOLLY COVERED WITH CEMENT.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length.		Water Capacity.	Where Fitted.	Length.		Water Capacity.
	Feet.	Tons.			Feet.	Tons.	
Double bottom, aft,	124-5 1/2"	347		Fore peak tank,		63	
Double bottom, under Engines and Boilers,	29'-3"	127		After peak tank,		95	
Double bottom, if under Engines only,	40-5 1/2"	191		Deep tank, aft,	35'-7"	122.6	
Double bottom, if under Boilers only,	186'-7"	615		Deep tank, forward,			
Double bottom, forward,				Other tanks, if fitted,			
				(If necessary, furnish further information by sketch.)			

Order for Special Survey No. 3345

Date 25 Nov. 1933.

Dates of Surveys held while building

1933. Nov. 27. 29. Dec. 1. 4. 7. 11. 13. 14. 15. 20. 21. 27. 29. 1934. JAN. 11. 15. 18. 19. 22. 25. 26. 29. 31. FEB. 2. 5. 8. 12. 15. 16. 19. 21. 23. 26. 28. MAR. 2. 5. 7. 8. 15. 19. 21. 22. 26. 29. 30. APR. 2. 4. 10. 11. 13. 16. 18. 19. 20. MAY. 1. 3. 9. 10. 14. 15. 17. 21. JUNE. 1. 7. 11. 13. 16. 26. JULY 27. AUG. 6. 10. 14. 17. 27. SEPT. 6. 13. 17. 20. 21. 24. OCT. 3. 5. 8. 14. 16. 22. 23. 24. 30. 31. NOV. 1. 5. 8. 13. 15. 21. 23. 27. 30. DEC. 5. 10. 20. 21. 28. 1935. JAN. 9. 10. 14. 16. 17. 21. 22. 25. 28. 29. 30. 31. FEB. 1. 5. 6. 11. 14. 19. 20. 22. 27. 28. MAR. 6. 7. 8. 11. 13. 20. 21. 23. 26. 28. APR. 2. 4. 5. 10. 11. 12. 16. 17. 18. 19. 22. 23. 24. 25. 26. 29. 30. MAY. 1. 2. 3. 7. 8. 9. 11. 13. 14. 15. 17. 28. 29. JUNE. 3. 6. 11. 26. JULY 3. 16. 19. 21. 22. 23. 25

Total No. of Visits 177