

STEEL STEAMER ~~OR MOTORSHIP~~

12 SEP 1929

Received at London Office

State if Report has been sent on the Freeboard of the Vessel YesState if Report is sent on the Machinery of the Vessel YesDate of completion of report 11<sup>th</sup> September 1929Port of NEWCASTLE-ON-TYNENo. 84715Survey held at Wallsend-on-TyneDate First Survey 19<sup>th</sup> Novem<sup>r</sup> 1928Last Survey 1<sup>st</sup> September 1929On the (Machinery fitted Aft and  
Single Twin or Triple Screw)VikingsState Type (Built Scantling, Complete Superstructure  
with or without Tonnage Openings)Special ScantlingsState Type of Erections None on C Deck  
or deckhousesTONNAGE under  
Tonnage Deck... 9171.68CLASS \* 100.A.1 State if with freeboard  
as condition of Class YesBuilt at Wallsend-on-TyneDo. 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 490.0Launched 6<sup>th</sup> July 1929 Yard No. 1377Total 9171.68Breadth (greatest moulded) B 70.75Builders Swan Hunter & Wigham RichardsonGross Tonnage 12639.08Depth, at middle of length from top of keel to top  
of beam at side of uppermost continuous  
deck. See Sec. 3 (1c) D 51.0  
Deck = 51.0  
Deck = 34.0  
Deck = 39.0Owners The Viking Whaling Co. Ltd.Register Tonnage 8884.461st Longitudinal Number (L x D) 490.0 x 39.0 = 19110Managers D.  
(Where necessary to be entered in Reg. Book.)REGISTERED DIMENSIONS.  
FEET.Length 193.0Breadth 71.1Depth 34.25Framing Depth "d" at middle of length. See  
Sec. 3 (1d) —Proportions—Depth to Length—Uppermost con-  
tinuous deck to top of keel 9.6Do. Long Bridge to top  
of Deck of keel 14.41Draught Moulded 29.6 3/8Residence 33/35, S<sup>th</sup> Mary Ave.  
London E.C.3.Port of Registry Newcastle

If surveyed while building, afloat, or in dry dock

Built under Special Survey

## 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	Longitudinal Framing		Centre Girder at Cargo Tanks:-	Interstices between Transverses	
" " from 1/2 length to Collision bulkhead	No. 9 Cargo Tank 27	—	Bracket Floors, Frame	Single I or angle	5 3/4 4 1/2
" " Cargo Hold & Engine Room	24	—	" " Reversed Frame	Double I or angle	6 3/4 4 1/2
" " in peaks	24	—	" " Single angle to Transverses	4 4 4 1/2	—
DE FRAMING. Longitudinal Framing amidships			" " Vertical Struts	6 6 4 1/2	—
Frame Amidships, Angle [ or ]	15 x 4 x 4 x 1/2	—	Centre Girder, depth and thickness amidships	7 1/2 5 1/2	—
" " Extends up to	7 Deck	—	" " top Angles	3 1/2 3 1/2 5 1/4	—
Reversed Frame Amidships, Angle	12 3 1/2 6 1/2 7 1/2 4 1/2	—	" " bottom Angles	5 5 6 1/2	—
" " Cargo Hold	9 1/2 3 1/2 6 1/2 7 1/2 4 1/2	—	Side Girders, No. each side and thickness	4 1/2 1 1/2 4 1/2	—
" " Extends up to	8 3 1/2 4 1/2	—	Margin Plate depth (excl. of flange) and thickness	Junk Top Level	—
Depth of Framing Girder	10 1/2 3 1/2 5 1/2 6 1/2 4 1/2	—	" " Vertical Angle to Tank side		
Frames in Uppermost Continuous 'tween	8 1/2 3 1/2 4 1/2 6 1/2 4 1/2	—	" " Bracket abaft 1/2 len. from stem		
Decks, Angle [ or ]	Longitudinal Framing		" " Vertical Angle to Tank side		
" " Second 'tween Decks, Angle [ or ]	D°	D°	" " Bracket forward 1/2 len. from stem		
" " Third " " "	also Back Bar		" " Gussos, spacing and scantling		
Framing in Peaks, Angle or [	10 3 1/2 5 1/2 6 1/2 4 1/2	—	" " Gussos, spacing and scantling		



© 2020

Lloyd's Register  
Foundation



## 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>	<i>Two</i>			—					
" in 'tween Decks, Size and Spacing.....	<i>Wide spaced built as per plan with fore &amp; aft girders.</i>			—					
" " " " " "									
" in Holds " " " "	<i>Two O.T. fore &amp; aft bulk heads.</i>			—					
" " " " " "									
<b>Centre Line Bulkhead.</b> P.S. 12'6" each side of centre.				✓					
Stiffeners and Spacing.....	<i>R.A. 6x8x.34 / 10x3x.44 Spaced 2'-6"</i>			✓					
Plating, thickness of .....	<i>.38 - .51</i>			—					
<b>STRINGERS AND DECKS. "C"</b>									
<b>Uppermost Continuous Deck. "C."</b>									
Stringer Plate, breadth and thickness in Wells	<i>70</i>	<i>57</i>	✓	—					
" " " " " in way of Bridge									
" Angle in Wells .....	<i>6</i>	<i>6</i>	<i>.57</i>	✓					
Thickness of Plating abreast Deck openings in way of Wells .....	<i>.53</i>	<i>- .42 F.E.</i>	✓	—					
Thickness of Plating abreast Deck openings in way of Bridge .....		<i>- .38 A.E.</i>	✓						
Thickness of Plating within line of openings....									
If Sheathed, material and thickness .....	<i>where exposed over accommodation = 5x22 P.P.</i>			—					
<b>Second Deck. "D." abounds only</b>									
Stringer Plate, breadth and thickness in Wells	<i>Exposed 47</i>	<i>Not " " 34</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 .....									
<b>Third Deck. "E"</b>									
Stringer Plate, breadth and thickness .....	<i>95</i>	<i>46</i>	✓	—					
" angle .....	<i>6</i>	<i>6</i>	<i>.46</i>	✓					
If Plated, state thickness .....	<i>at oil 42</i>	<i>- .30</i>	<i>F.E.</i>	✓					
<b>Fourth Deck. "F" at Summer Tank</b>									
Stringer Plate, breadth and thickness .....	<i>Ends M99 Tanks 46</i>	<i>Cargo Hold 34</i>	✓	—					
If Plated, state thickness .....	<i>Summer Tanks 44</i>	<i>M. 9 Tanks 48</i>	✓						
<b>Peep Deck.</b>									
Stringer Plate, breadth and thickness .....	<i>Cargo Hold 30</i>		✓						
Plating, Sheathing, material and thickness .....									
<b>Bridge Deck.</b>									
Stringer Plate, breadth and thickness .....									
Plating, Sheathing, material and thickness .....									
<b>Forecastle Deck.</b>									
Stringer Plate, breadth and thickness .....									
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? <i>no.</i>	SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAPE LAP.		
	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 .....	<i>✓</i> 55	<i>✓</i> 1.07	<i>✓</i> .83	<i>✓</i> .83	—	<i>Double</i>	<i>✓</i> 1 1/8	<i>✓</i> 4 1/2	<i>✓</i> Quintuple 3/2	1 1/8	<i>✓</i> 5	<i>Lap</i>			
„ <del>Deck</del> (if any)															
BOTTOM PLATING, No. of Strakes <i>Four</i> ...	79	.72	.58	.72	—	" "	7/8	3 1/2	<i>✓</i> D° 1/2	7/8	4	of final			
BILGE PLATING, No. of Strakes <i>Four</i> ...	75 1/2	.72	.66	.84 1/2	—	" "	7/8	3 1/2	<i>✓</i> D° 1/2	7/8	4	"			
SIDE PLATING, No. of Strakes <i>Six</i> ...	81 1/2	.66	.54	.72	"	"	7/8	3 1/2	} <i>✓</i> Quad 1/2						
UPPER DECK, Sheer-strake in Wells.....	77 1/2	.91	.74	.75	—	3 Seams = Upper Edges of C. H. J. Strakes = Trunks between Peak Bulkheads. 7/8	7/8	3 1/2							
UPPER DECK, Sheer-strake in Bridge ...	53 3/4	.70	.54	.57	—	<i>Double</i>	7/8	3 1/2					<i>✓</i> Quad 1/2	7/8	3 1/2
STRAKE BELOW Sheer-strake in Wells.....	72	.66	.75	.54	—	"	7/8	3 1/2	<i>✓</i> Quad 1/2	7/8	3 1/2	"			
STRAKE BELOW Sheer-strake in Bridge ...															
POOP SIDE PLATING .....	Ice Strengthening increases as per plan.														
BRIDGE SIDE PLATING...	At No. 9 Cargo Tank: - 3 Strakes Bottom Shell .78														
	" " " " Remainder of shell + .08														
FORECASTLE SIDE PLATING	At Forward Deep Tank: - 3 Strakes Bottom Shell .75														
	" " " " Remainder of shell + .04														

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—					
Extending to	<u>D.</u> Upper Deck (Sec. 3 c)	Two.			
„	Deck next below <u>E.</u>	Twelve			
As per Rule	<u>F.</u> Eight.	Two			
Remainder of the Bulkheads as approved.		STIFFENERS.			
	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULK'D, Upper tween-decks	✓	Web at centre 39" x 44" + Face o.a. double 6x32 x 60	at Centre:— 7x32 x 42 ✓		
„ „ Second „	„	Web @ side 39" x 44" ✓ Face o.a. double 6x32 x 60 ✓	12x32 x 45 ✓ Spaced—2' 6"		
„ „ Third „	„	Web @ side 39" x 44" ✓ Face o.a. double 6x32 x 60 ✓	at Side 6' x 3 x 42 11x32 x 43		
„ „ Holds .....	„	Spaced—2' 6"	Two deck for lower N. S. Flat one Berni-baz		
COLLISION „ (in Hold) .....	26' x 50 ✓	o.a. 5x3 x 34" 2 1/2" o.a. 9x32 x 49 ✓	Two deck for lower N. S. Flat one Berni-baz		
AFTER PEAK „ „ .....	26' x 50 ✓	o.a. 4x3 x 28" 2 1/2" o.a. 12x32 x 45 ✓	One deck lower N. S. Flat one Berni-baz		

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any depart approved to be n
<b>KEEL, Bar</b> .....	Flat Plate Keel.			
<b>STEM</b> .....	Upper part rolled plate. 76" Darlington d. Lower " Cast Steel as per plan. Forge S.			
<b>STERN FRAME</b> {	Propeller Post Brackets. Cast Steel. as per plan. Darlington Rudder Post Forged 11 1/2 x 3/8 D. Forge C.S.			
<b>RUDDER—A x D</b> .....	175.79 x 5.01. = 880.70			
<b>Speed of Vessel</b> .....	1 1/2 knots ✓			
<b>RUDDER</b> mainpiece at head ...	14" ✓			
" " heel ...	10 1/2" ✓			
" how constructed .....	Forged & Built Darlington. Forge C.S.			
" double or single plate	1-16.			
" coupling, vertical or	34/8 x 4			
" horizontal .....				

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)

Dorman Long, Consett, Bolckow Vaughan, Cargo Fleet, Frodingham  
Skinningrove, Cobble, Lanarkshire Steel Co.

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



EQUIPMENT No. 60546

LETTER R+

ANCHORS.

No. of Certificate.	Anchors.	WEIGHT, EX. 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.				
116	1st Bower	100	1	7	Stockless			67	12	2	0	100	Byers Improved	Not stated	I.P.H.S. 29.5.29. J.H. Butler
115	2nd "	100	-	-	"	"	"	67	5	0	0	100	" Stockless "	"	" " " " "
111	3rd "	85	1	14	"	"	"	61	10	0	0	85	" " " "	"	" " " " "
	Collective weight.	285	2	21								285			
399	Stream	30	0	0	7	2	21	28	12	2	0	29 1/2	Rodgers	S Taylor & Son	I.P.H.S. 26.2.29. A. Green

## CHAIN CABLES.

## HAWSERS AND WARPS.

No. of certe.	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.	Statu- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.											
													Tons.	Cwts.		qrs.	lbs.	Tons.	Cwts.
228	330	2 1/4	12910	181	1266	2	14	1258	330	2 1/4	Shed Link.	S. Taylor & Son Ltd	I. P. H. J. 26.2.29	TOWLINE...	Fathoms. 130	Ins. 7	Tons. 113	Fathoms. 130	Ins. 7
													a Green.	HAWSERS & WARPS	90	6	85		
													"	"	4-120	2 3/4	15 1/2	4-120	2 3/4
ream of Wire	120	6	85	-					120	6									

Steering Gear, Steam Donkin &amp; Co. Ltd. Cast Steel Hinged Quadrant &amp; Cast Steel Hinged Tiller. Steering Gear, Hand Nine tackles led to Capstan.

Lifeboats 27'0. One Lifeboat 22'0. Steering Chains, Size and Test None. Windlass Clarke Chapman &amp; Co. Ltd. One Motor Lifeboat 27'0.

Lining in Holds, thickness and material None. Cargo Battens, thickness, material and spacing None.

Cargo Hatchways. (Upper Deck) Cargo hatch at fore end = usual construction. Thickness of Hatches Forward Cargo Hatch = 2 1/2. Remainder of hatches, i.e. in way of factory = special construction &amp; flush with top of loose wood deck. Covers = 3'4" caulked when factory not in use.

No. 1 Hatchway (Forward) 18'0" x 12'0" No. 2 No. 3 No. 4 No. 5 No. 6 Hatches at factory = circular = 5'0" x 4'8".

Number of Shifting Beams and/or Fore and Afters Forward Cargo Hatch = 3 webs. No fore &amp; afters. Remainder = Nil.

FOR SWAN, HUNTER, &amp; WIGHAM RICHARDSON, LD.

Builder's Signature

Geo. A. Hunter

GENERAL DECLARATION This vessel has been constructed in accordance with the approved plans. The Secretary's Letters & in other respects in conformity with the Society's Rules & Regulations. The materials & workmanship are good.

The cargo tanks, summer tanks, main coffer dam, peak tanks, deep tanks forward, tween deck tanks, the after end. The double bottom tanks & the double bottom coffer dam all tested & found satisfactory.

The weather decks. The upper part of the collision bulkhead & the shell doors in way of the factory were tested & found in good order.

The freeboard assigned in the Secretary's Letter dated 23<sup>rd</sup> August 1929 has been duly marked & certified & cut in on the vessel's side. Newcastle Report No. 84621.

The steering gears & windlass were tested & found to be in good working order.

Strengthening for navigation in ice has been fitted in accordance with approved plans.

The requirements of Section 20 of the Rules have been carried out where applicable.

As the vessel is on whaling service, fresh water will be carried in the forward deep tank & therefore the coffer dam abaft the collision bulkhead has not been fitted.

Amount of Entry Fee	£ 12 : 0 : 0	Fees applied for,	9.8.1929	I am of opinion the Vessel should be Classed <b>*100. A.1.</b> with freeboard 'Whaling Service'. 'Carrying Petroleum in bulk'.
Special Survey Fee	£ 724 : 9 : 7	Received by me,	18.9.1929	
Freeboard	15 : 0 : 0			
Travelling Expenses, if any	£ :			

State whether the Vessel has been built under Special Survey Yes.

Signature

Thomas S. Shuck.  
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Newcastle on Tyne Date of issue 20/9/29

Committee's Minute

Character assigned + 100 A1 carrying Petroleum in Bulk - Whaling Service

With Freeboard

Lloyd's A&amp;CP

+ L.M.C. 9.29

Fitted for Oil Fuel 9.29 F.P. above 150"

Note: Strengthened for navigation in ice

Longitudinal Bracing

Lloyd's Register

Foundation



T.S.S. <sup>22</sup> Vikingsen <sup>22</sup>

NEWCASTLE-ON-TYNE No. 84715

PARTICULARS OF LONGITUDINAL FRAMING.

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in the 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.*

0060  $\frac{3}{2}$

Flshurst 2



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.)

There is no sister vessel.

The approved plans (49 in number) are enclosed.

Plans of the vessel (as built) (3 in number) are also enclosed.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	<i>c-g-lls.</i> 57-3-6	<i>with pins.</i> c-g-lls 63-0-7	No. 6277	Karl Haufs	28-3-29
	2nd "	57-2-5	62-3-7	- 6278	"	" " "
	3rd "	49-3-26	55-1-14	- 6127	"	" 15-1-29

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle ☒ ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *Superstructure Deck (C. deck) = 469'0"*

No. and Material of Decks (this information is to be given as it should appear in the Register Book) *1D<sup>th</sup> (S<sup>th</sup>). Part 2<sup>nd</sup> D<sup>th</sup> (S<sup>th</sup>). Cruiser Stern*  
*Longitudinal Framing + Web Frames. Strengthened for navigation in ice.*

Official No. *161537* ; Signal Letters \_\_\_\_\_ Is bottom of Vessel coated with cement *E. R. Tank* if not only.  
particulars of composition *Remainder = nil.*

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank, ( <i>Upper + Lower Tank</i> ) <input checked="" type="checkbox"/>		
Double bottom, under Engines and Boilers,	96'0"	487	After peak tank,		
Double bottom, if under Engines only,			Deep tank, aft, <i>Two Decks. P+3 aft aft end</i>	37'6"	
Double bottom, if under Boilers only,			Deep tank, forward,	48'0"	
Double bottom, forward,			Other tanks, if fitted, (If necessary, furnish further information by sketch.)		
		Total capacity of double bottom 487			

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

Order for Special Survey No. *5310*

Date *14.12.28*

Dates of Surveys held while building

*1828 Nov. 19. 22. 26. 28. 29. Dec. 4. 5. 6. 7. 10. 12. 14. 18. 24. 28. 1929 Jan. 4. 7. 9. 11. 17. 22. 23. 25. 28. 31. 6. 8. 11. 12. 13. 15. 19. 21. 26. Mar. 1. 7. 12. 14. 18. 20. 21. 22. 25. 26. 28. Apr. 2. 4. 10. 11. 15. 16. 19. 24. 26. May 2. 15. 16. 21. 22. 23. 24. 25. 27. 28. 29. 30. 31. June 1. 3. 4. 5. 6. 7. 10. 11. 13. 13. 14. 17. 18. 19. 20. 21. 22. 25. July 4. 5. 6. 18. 22. 30. Aug. 6. 7. 12. 14. 15. 20. 22. 23. 26. 27. 28. 30. Sep. 1.*

Total No. of Visits