

STEEL STEAMER or MOTORSHIP.

Received at London Office 17 JAN 1928

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 16th January 1928.Port of *Sunderland*

Np. 26911

Survey held at *Sunderland*Date First Survey 18th May 1927Last Survey 6th January 1928.On the (State if Machinery fitted Aft and Single, Twin or Triple Screw) *Single Screw Steamer "NEWTON ABBOT" (Machinery Amidships)*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full Scantling*State Type of Erections *Post Bridge Forecastle*TONNAGE under Tonnage Deck... *2418.16*CLASS *100 A1*State if with freeboard as condition of Class *no*Built at *Sunderland*

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 304.48*Launched *6th Dec. 1927* Yard No. *179*Total *2418.16*Breadth (greatest moulded) *B 45.0*Builders *John Brown & Sons Ltd*Gross Tonnage *2688.78*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 24.16*Owners *J. & E. Hilton & Co. Ltd.*Register Tonnage *1614.21*1st Longitudinal Number (L x D) *= 7356*Managers *✓*

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

2nd Numeral L x (B + D) *= 21058*Framing Depth "d," at middle of length. See Sec. 3 (1d) *20.98* (see plans)Residence *14 Queen Victoria St. London E.C.4.*Proportions—Depth to Length—Uppermost continuous deck to top of keel *12.60*Port of Registry *London*Length *305.10*Do. Long Bridge to top of keel *9.77*

If surveyed while building, afloat, or in dry dock

Breadth *45.20*Draught Moulded *20.54**Building & afloat.*

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.
SPACING, Spacing amidships	27		Bracket Floors, Frame	7 3/4 49 NBS	
" from 1/2 length to Collision bulkhead	27		" " Reversed Frame	6 1/2 x 3 1/2 40 BS	
" in peaks	24		" " Vertical Struts	6 1/2 x 3 1/2 40 BS	
FRAMING.			Centre Girder, depth and thickness amidships	37 46 56	
Uppermost Continuous 'tween	10 3 1/2 45 NBS		" " top Angles	4 4 44	
" " IN WAY OF BUNKER.	10 3 1/2 51 NBS		" " FORWARD OF 1/2 L - DOUBLE	3 3 42	
" " Extends up to	10 3 1/2 49 NBS		" " bottom Angles	3 1/2 3 1/2 50	
" " IN WAY OF ENGINE SPACE			Side Girders, No. each side and thickness	34 37 44	
Reversed Frame Amidships, Angle	10 3 1/2 55 NBS		Margin Plate depth (excl. of flange) and thickness	34 42 52	
" " IN WAY OF BOILER SPACE			" " Vertical Angle to Tank side	6 6 38	
" " Extends up to	Upper deck		" " Bracket abaft 1/2 len. from stem	6 6 38	
Depth of Framing Girder	10		" " Vertical Angle to Tank side	6 6 38	
Angles in Uppermost Continuous 'tween	5 3 1/2 45 5 x 3 1/2 45		" " Gussets, spacing and scantling	27 3 1/2 3 1/2 42	
" " Decks, Angle, \angle or \square	5 3 1/2 40		" " forward 1/2 len. from stem	27 3 1/2 3 1/2 42	
" " Second 'tween Decks, Angle, \angle or \square	5 3 1/2 40		Tank Side Brackets, height above base line at toe of Frame and thickness	5 1/2 41 51	
" " Forecastle	6 x 3 1/2 48 BS		INNER BOTTOM PLATING.		
" " Third	6 x 3 1/2 48 BS		Breadth and thickness of Middle Line Strake	47 50 43 53	
Spacing in Peaks, Angle or \square	6 x 3 1/2 48 BS		Thickness of remainder in Holds	50 43 53	
Number and Spacing of Rivets through Frame and Shell Plating amidships	3 7/8 5 1/2 6 1/4		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	
Is Frame Joggled	no		BEAMS.		
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	Deep Framing 10 x 3 1/2 48 NBS with plate top 4 x 4 1/2 48, 51 these side angles as approved.		Uppermost Continuous Deck, amidships	9 3 1/2 41 NBS	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Midship thickness of three shades of plating deck keel maintained to full position of Collision bulkhead. Single frame 5 x 5 1/2 35 forward of 1/2 L. Voids under coiled forward as far as practicable.		" " in Wells, Angle, \angle or \square	6 3 1/2 44 6 1/2 x 3 1/2 38	
DOUBLE BOTTOM.			" " in way of Bridge, Angle, \angle or \square	9 3 1/2 41 NBS	
Keels, Depth and thickness at mid-line in Holds			" " HALF BEAMS.	6 3 1/2 58 OBS	
Height of Brackets at side above base line at toe of frame			Spacing	27	
Middle Line Keelson, on Floors, Angles, \angle or \square			Second Deck, amidships, Angle, \angle or \square		
" " Through Plate or Intercoastal Plate			Spacing		
" " Foundation Plate on Floors			Third Deck, amidships, Angle, \angle or \square		
" " Flat Plate Keel Angles			Spacing		
Keelsons, No. each side			Fourth Deck, amidships, Angle, \angle or \square		
" " thickness of Intercoastal Plate			Spacing		
" " Angles			Poop Deck, Angle, \angle or \square	7 3 40	
DOUBLE BOTTOM.			Spacing	48	
Floors, thickness and spacing	35 45 54		Bridge Deck, Angle, \angle or \square	7 3 40	
" " Are Frame and Reversed Frame joggled?	no		Spacing	27	
Bracket Floors, breadth and thickness at middle line	32 35 44		Forecastle Deck, Angle, \angle or \square	7 3 46 NBS	
" " breadth and thickness at margin plate	28 35 44		Spacing	48	

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>one.</i>		Stringer Plate, breadth and thickness in way of Bridge		
„ in 'tween Decks, Size and Spacing <i>P.O.P.</i>	<i>28 5 48</i>		Thickness of Plating abreast Deck openings in way of Wells		
„ „ „ „ „ <i>FORECASTLE.</i>	<i>22 5 48</i>		Thickness of Plating abreast Deck openings in way of Bridge		
„ „ „ „ „ <i>BRIDGE.</i>	<i>24 5 54</i>		Thickness of Plating within line of openings...		
„ in Holds „ „	<i>Large brackets at each side in line.</i>		If Sheathed, material and thickness		
„ „ „ „ „			Third Deck.		
Centre Line Bulkhead.			Stringer Plate, breadth and thickness.....		
Stiffeners and Spacing.....	✓		If Plated, state thickness.....		
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	<i>62 x 84 - 38</i>		Poop Deck.		
„ „ „ „ in way of Bridge	<i>62 x 44, 97 Bridge Ends.</i>		Stringer Plate, breadth and thickness	<i>29</i>	<i>32</i>
„ Angle in Wells	<i>6 6 67</i>		Plating, Sheathing, material and thickness ...	<i>30 P.P.</i>	<i>22 1/2</i>
Thickness of Plating abreast Deck openings in way of Wells	<i>54 - 42</i>		Bridge Deck.		
Thickness of Plating abreast Deck openings in way of Bridge	<i>36</i>		Stringer Plate, breadth and thickness.....	<i>47</i>	<i>40</i>
Thickness of Plating within line of openings...	<i>36</i>		Plating, Sheathing, material and thickness ...	<i>36 Sheathed in accordance with 22 W.H.</i>	
If Sheathed, material and thickness	<i>W.W. 22 in 700 lb</i>		Forecastle Deck.		
Second Deck.			Stringer Plate, breadth and thickness.....	<i>29</i>	<i>34 32</i>
Stringer Plate, breadth and thickness in Wells...	✓		Plating, Sheathing, material and thickness ...	<i>34 12 x 3 1/2 P.P.</i>	

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? <i>yes.</i>			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Treadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
FLAT PLATE KEEL	46	64	58	58		Double	$\frac{7}{8}$	$3\frac{3}{8}$	3R full L	$\frac{7}{8}$	$3\frac{3}{8}$	Lapped.
„ DELG. (if any)	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓
BOTTOM PLATING, No. of Strakes <i>THREE</i>	✓	52	52	44		Double	$\frac{3}{4}$	3	3R full L	$\frac{3}{4}$	$2\frac{5}{8}$	Lapped
BILGE PLATING, No. of Strakes <i>ONE</i>	✓	52	44	44		—	—	—	—	—	—	—
SIDE PLATING, No. of Strakes <i>FOUR</i>	✓	52	42	42		—	—	—	3R + 2R	—	—	—
UPPER DECK, Sheer-strake in Wells.....	48	67	50	46		—	$1\frac{7}{8}$	$3\frac{6}{8}$	$3\frac{3}{8}$ 4R + 3R	$1\frac{7}{8}$	$4, 3\frac{1}{2}, 3\frac{1}{2}$	—
UPPER DECK, Sheer-strake in Bridge ...	48	52	✓	✓		—	$\frac{7}{8}$	$3\frac{3}{8}$	3R	$\frac{7}{8}$	$3\frac{1}{8}$	—
STRAKE BELOW Sheer-strake in Wells.....	48	59	42	46		—	—	—	3R full L	$1\frac{3}{4}$	$3\frac{5}{8}$	$2\frac{5}{8}$ —
STRAKE BELOW Sheer-strake in Bridge ...	48	52	✓	✓		—	—	—	3R	$\frac{7}{8}$	$3\frac{1}{8}$	—
POOF SIDE PLATING	✓	✓	✓	34		Single	$\frac{3}{4}$	3	Single	$\frac{3}{4}$	$2\frac{5}{8}$	—
BRIDGE SIDE PLATING ...	80	48	✓	✓		Double	$1\frac{7}{8}$	$3\frac{6}{8}$	$3\frac{3}{8}$ 4R full L	$\frac{3}{4}$	3	—
FORE'C'TLE SIDE PLATING	✓	✓	37	✓		Single	$\frac{3}{4}$	3	Single	$\frac{3}{4}$	$2\frac{5}{8}$	—

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c).....6✓

„ Deck next below.....✓

As per Rule.....5✓

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓	✓	✓	✓
STEM	Forging	8" x 2 1/4"	J. S. Fowler & Sons.	✓
STERN FRAME {	Propeller Post {	9" x 6"	J. S. Fowler & Sons.	
	Rudder " {	8" x 6"		
RUDDER—A x D.....	296.61			
Speed of Vessel.....	Under 10 knots.			
RUDDER mainpiece at head ...	Forging	8 1/2"	J. S. Fowler & Sons.	
" " heel ...		6"		
" how constructed	Forged with arms shrunk on			
" double or single plate	Single	1.00	✓	
" coupling, vertical or	Tubical ✓			
" horizontal.....				

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture). *Open Hearth Process.*
Steel Plates. - South Durham St. L. Co.; Boleknow Vaughan & Co.; Cornhill Iron Co.; Dorman Long & Co.
Steel Angles. - Cargo Fleet Iron Co.; Boleknow Vaughan & Co.; Cornhill Iron Co.; Dorman Long & Co.; Skinningrove
 Has the Steel been tested as required by the Rules? *Yes.* *(Iron Works Co.)*

EQUIPMENT No. 22700											LETTER Z	ANCHORS.			
Number of Certificate.	Anchor.	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.	Cwts.			
30623	1st Bower ...	42	1	0	Stockless			37	6	1	0	42	Bygone Improved Stockless	Not Stated	Sid 30.12.27, Butler.
30626	2nd " ...	42	1	0	" "			37	6	1	0	42	" "	" "	" "
30348	3rd " ...	35	3	21	Stockless			33	2	2	0	35½	Bygone Improved Stockless	Not stated	Sid. 21.9.27, Butler.
	Collective weight.	120	1	21								119½			
43114	Stream	11	0	2	2	3	26	12	17	2	0	11	Low Stock	Not stated	Sid 24.10.27, Paul.

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.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.		Fathoms.	Ins.
40632	240	1 3/8	63 1/4	88 5/8	429.1.14	425 1/4	240	1 1/16	Stud	Not Stated	Sid 28.10.27, Paul.	TOWLINE...	100	4	33	100	4
Iron Stream Cable or Steel Wire	75	4 1/4	✓	35	✓	✓	75	4 1/4				HAWSERS & WARPS	2290	2 1/2	12	2290	2 1/2
													2290	2 1/2		2290	2 1/2
													2290	2 1/2		✓	✓
													2290	2 1/2		✓	✓
APPROVED.																	

Steering Gear, Steam *Donkin & Co.* Steering Gear, Hand *Relieving Tackle operated from aft (winch).*

Boats *2 lifeboats 22'0" & one dinghy 14'0".* Steering Chains, Size and Test *1 1/16" - 16 9/10 Tons.* Windlass *Steam, Gammal Walker & Thompson Bros.*

Ceiling in Holds, thickness and material *2 1/2" W.W. of steel plates only* Cargo Battens, thickness, material and spacing *2 1/2" W.W. 8"-9".*

Cargo Hatchways.—(Upper Deck) *Steel plates & angles* Thickness of Hatches *3"*

Size of No. 1 Hatchway (Forward) *36'0" x 26'0" No. 2 33'9" x 26'0" No. 3 40'6" x 26'0" No. 4 38'3" x 26'0" No. 5 (-22'0") No. 6* ✓

Number of Shifting Beams and/or Fore and Afters *nos 1 & 2 Hatchways - 5 Webs; nos 3 & 4 - 6 Webs.*

Per Pro
JOHN CROWN & SONS, Ltd.

Builder's Signature

W. G. Gamble
Secretary

GENERAL DECLARATION *This vessel has been constructed in accordance with the approved plans, the Rules, & the Secretary's letters. The materials & workmanship are good. The freeboard has been surveyed & the marks cut in on the vessel's sides. The double bottom tanks & peak tanks have been tested & found satisfactory, & the decks, bulkheads & tunnel, have tested with satisfactory results. The H.T. door has also been tested & tried, & the fore peak pumps tested & found satisfactory.*

The following approved plans are forwarded herewith, viz.—Midship Section, Profile & Decks, Peak & Pumping Shingles, Peak Bulkheads, Tank Side Bracket Arrangement, Strengthening of Bottom Forward, Watertight Bulkheads, Midship Bulkheads, Hatchways, Radder & Tiller, & Pumping Arrangement.

The amount of Entry Fee £ 6 : 0 : 0
Special Survey Fee.... £ 209 : 9 : 0
Freeboard 7 : 6 : 8
Travelling Expenses, if any £ : : ✓

Fees applied for,
12 JAN. 1928
Received by me,
14 JAN. 1928
How.

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

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

Signature

James Dickie
Surveyor to Lloyd's Register of Shipping.

H.M. Certificate to be sent to *SUNDERLAND.* Date of issue *20/1/28*

Committee's Minute

FRI. 20 JAN 1928

Character assigned

+ 100 A1.

Lloyd's A & C.P.

+ L.M.C. 1.28
Cr.



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Lloyd's Register
Foundation

008344-008353-01713

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.)

Forging Reports of Stern Frame, Keel, Stem Bar, & Tiller are also enclosed, (2 Reports) together with plans of Midship Section & Profile & Decks as built.

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

1st Bower 27.0.7; K.H.; 5046; 29.11.27.
2nd „ 27.0.14; K.H.; 5049; 29.11.27.
3rd „ 22.0.14; K.H.; 4847; 30.8.27.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ^{25.17}22.92 ft., R.Q.D. ✓ ft., Bridge 54.0 ft., Forecastle 26.31 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) 10K (STE).

Official No. 149972; Signal Letters ✓

Is bottom of Vessel coated with cement No if not give

particulars of composition Cement in Engine & Boiler Straus.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length.		Where Fitted.	Length.	
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	96.75	238	Fore peak tank,	22.00	118
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,	18.00	126
Double bottom, if under Engines only,	18.00	57	Deep tank, aft,	✓	✓
Double bottom, if under Boilers only,	15.75	50	Deep tank, forward,	✓	✓
Double bottom, forward,	117.00	325	Other tanks, if fitted,	✓	✓
Total capacity of double bottom	670		(If necessary, furnish further information by sketch.)		

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

Order for Special Survey No. 5629

Date 7.4.27

Dates of Surveys held while building

1927. May. 18.27 June 8.15.28.29.30. July. 4.8.9.13.15.16.20.26.27.29. Aug. 2.10.12.17.19.21.24.29. Sep. 1.9.12.16.20.23.28.30. Oct. 3.4.6.7.11.12.14.18.20.24.26.27. Nov. 1.3.14.16.22.29. Dec. 2.6.14.16.30. 1928. Jan. 6

Total No. of Visits

57