

STEEL STEAMER or MOTORSHIP

Received at London Office

11 FEB 1925

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

9. 2. 25.

Port of

Glasgow

No.

44375.

Survey held at

Glasgow

Date First Survey

27. 3. 24

Last Survey

5th February 1925

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

S. S. "FENDRIS"

(Machinery fitted aft)

State Type

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

Intermediate Type (Without Tonnage Openings)

State Type of Erections

Forecastle only

TONNAGE under Tonnage Deck

1241.91

CLASS *100 A.1.*

State if with freeboard as condition of Class

Yes

Built at

*Glasgow*Launched *25th Nov 1924* Yard No. *689P.*

Builders

A. & J. Inglis Ltd

Owners

J. P. Hutchison Ltd

Managers

do

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

Residence

Glasgow

Port of Registry

Glasgow

If surveyed while building, afloat, or in dry dock

Yes

Do. of space or spaces between Tonnage Deck and Upper Deck

Total

Gross Tonnage

1309.24

Register Tonnage

754.13

REGISTERED DIMENSIONS.
FEET.

Length

220.3

Breadth

34.3

Depth

20.6

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

L 219.83

Breadth (greatest moulded)

B 34.166

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

D 21.916

1st Longitudinal Number (L x D)

= 4817.79

2nd Numeral L x (B + D)

= 12328

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

13.875

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

10.03

Do. Long Bridge to top of keel

Draught Moulded

14-10 1/2

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	24	✓	Bracket Floors, Frame		
" " from 1/2 length to Collision bulkhead	24	✓	" " Reversed Frame		
" " in peaks	23	✓	" " Vertical Struts		
Fore Peak	24	✓	Centre Girder, depth and thickness amidships	48 x 40	48 x 36
Aft Peak	24	✓	" " top Angles	Two	4 3 40 3 2 x 3 x 40
SIDE FRAMING.			" " bottom Angles	One	4 4 46
Frame Amidships, Angle	6 1/2 3 33	✓	Side Girders, No. each side and thickness	Two	32
" " Extends up to	upper deck	✓	Margin Plate depth (excl. of flange) and thickness	Tank top level to ship's side	
Reversed Frame Amidships, Angle	3 3 36	✓	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem		
" " Extends up to	across floors	✓	" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem		
Depth of Framing Girder	6 1/2	✓	" " Gussets, spacing and scantling abaft 1/2 len. from stem		
Frames in Uppermost Continuous 'tween Decks, Angle	6 1/2 3 33	✓	" " Gussets, spacing and scantling forward 1/2 len. from stem		
" " Second 'tween Decks, Angle		✓	Tank Side Brackets, height above base line at toe of Frame and thickness	21 x 32	
" " Third " " "		✓	INNER BOTTOM PLATING.		
Framing in Peaks, Angle	5 1/2 3 30	✓	Breadth and thickness of Middle Line Strake	48 x 42 x 38	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/4 6 spacing	✓	Thickness of remainder in Holds	38	
State if Frame Joggled	No	✓	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	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	1600 frame line 30 1/2 stringer 14 1/2 30	✓	BEAMS.		
STRENGTHENING OF BOTTOM FORWARD. State Particulars	4 full height 1/2 half height 1/2 intercostals Double riveted Shell frames etc.	✓	Uppermost Continuous Deck, amidships	5 1/2 3 36	✓
SINGLE BOTTOM.			" " in way of Bridge, Angle		
Floors, Depth and thickness at mid-line in Holds	22 x 38	✓	Spacing	24	✓
Height of Brackets at side above base line at toe of frame	No brackets	✓	Second Deck, amidships, Angle	6 3 30	✓
Middle Line Keelson, on Floors, Angle	5 3 35	✓	Spacing	24	✓
" " Through Plate or Intercostal Plate	26 1/2 x 50	✓	Third Deck, amidships, Angle		
" " Foundation Plate on Floors	12 x 45	✓	Spacing		
" " Flat Plate Keel Angles	4 4 51	✓	Fourth Deck, amidships, Angle		
Side Keelsons, No. each side	Two	✓	Spacing		
" " thickness of Intercostal Plate	37	✓	Poop Deck, Angle		
" " Bulk Angle	8 3 56 8 x 3 1/2 x 53	✓	Spacing		
DOUBLE BOTTOM. (under Engine space)	32, 2 1/2 apart	✓	Bridge Deck, Angle		
Solid Floors, thickness and spacing	No	✓	Spacing		
" " Are Frame and Reversed Frame joggled?	No	✓	Forecastle Deck, Angle	5 3 36	✓
Bracket Floors, breadth and thickness at mid-line			Spacing	23 8 24	✓
" " breadth and thickness at margin plate					

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.....	one row	✓	Stringer Plate, breadth and thickness in way of Bridge		
" in 'tween Decks, Size and Spacing.....	of widely	✓	Thickness of Plating abreast Deck openings in way of Wells	30	✓
" " " " "	spaced pillars	✓	Thickness of Plating abreast Deck openings in way of Bridge		
" in Holds " "	with deck	✓	Thickness of Plating within line of openings...	30	✓
" " " " "	Guiders	✓	If Sheathed, material and thickness		
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing.....			Stringer Plate, breadth and thickness.....		
Plating, thickness of			If Plated, state thickness.....		
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells	49 x 34 42 x 34	✓	If Plated, state thickness		
" " " " in way of Bridge			Poop Deck.		
" Angle in Wells	3 1/2 3 1/2 42	✓	Stringer Plate, breadth and thickness		
Thickness of Plating abreast Deck openings in way of Wells	30	✓	Plating, Sheathing, material and thickness ...		
Thickness of Plating abreast Deck openings in way of Bridge			Bridge Deck.		
Thickness of Plating within line of openings...	30		Stringer Plate, breadth and thickness.....		
If Sheathed, material and thickness			Plating, Sheathing, material and thickness		
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	52 x 34 42 x 34	✓	Stringer Plate, breadth and thickness.....	34 x 30 22 x 30	
			Plating, Sheathing, material and thickness ...	30	✓

SHELL PLATING.

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 cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.								
FLAT PLATE KEEL	<i>143</i>	<i>.52</i>	<i>.48</i>	<i>.48</i>	<i>143 x .49</i>	<i>Double</i>	<i>3/4</i>	<i>3</i>	<i>Three</i>	<i>3/4</i>	<i>2 5/8</i>	<i>Lapped</i>
BRIG (if any)												
BOTTOM PLATING, No. of Strakes <i>Three</i>	<i>x 77</i>	<i>.44</i>	<i>.42</i>		<i>.42</i>	<i>Double</i>	<i>"</i>	<i>3</i>	<i>Three</i>	<i>3/4</i>	<i>2 5/8</i>	<i>Lapped</i>
BILGE PLATING, No. of Strakes <i>one</i>		<i>.42</i>	<i>.37</i>	<i>.38</i>		<i>Single</i>	<i>"</i>	<i>"</i>	<i>do</i>	<i>"</i>	<i>"</i>	<i>"</i>
SIDE PLATING, No. of Strakes <i>one</i>		<i>.42</i>	<i>.38</i>	<i>.38</i>		<i>do</i>	<i>"</i>	<i>"</i>	<i>Two</i>	<i>"</i>	<i>"</i>	<i>"</i>
UPPER DECK, Sheer-strake in Wells.....	<i>50</i>	<i>.42</i>	<i>.38</i>	<i>.38</i>		<i>do</i>	<i>"</i>	<i>"</i>	<i>Three</i>	<i>"</i>	<i>"</i>	<i>"</i>
UPPER DECK, Sheer-strake in Bridge ...												
STRAKE BELOW Sheer-strake in Wells.....	<i>57</i>	<i>.42</i>	<i>.38</i>	<i>.38</i>		<i>Single</i>	<i>3/4</i>	<i>3</i>	<i>Three</i>	<i>3/4</i>	<i>2 5/8</i>	<i>Lapped</i>
STRAKE BELOW Sheer-strake in Bridge ...												
POOP SIDE PLATING	<i>x 3 strakes each side keel plate have midship thickness</i>											
BRIDGE SIDE PLATING ...	<i>maintained to Rule position of Collision bulkhead</i>											
FOREC'TLE SIDE PLATING			<i>.30</i>			<i>Single</i>	<i>5/8</i>	<i>2 2/3</i>	<i>Single</i>	<i>5/8</i>	<i>2 1/4</i>	<i>Lapped</i>

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—		Three
Extending to Upper Deck (Sec. 3 c)		Two
Deck next below		One
As per Rule		Three

	Plating Thickness.	STIFFENERS.					
		VERTICAL.		HORIZONTAL.			
		Scantlings.	Spacing.	Scantlings	Spacing.		
MIDSHIP BULKHD, Upper tween decks		26	4x3x34 angle	30	✓	✓	✓
Second							
Third							
Holds		44-30	8x3x58 and 9x3x44 B.A.	30	1		
COLLISION (in Hold)		44-30	7x3x50 B.A.	24	23x30		semi. brk beam
AFTER PEAK		44-30	8x3x42 B.A.	24	1		

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓	✓	✓	✓
STEM	Rolled Steel bar	7 x 2	Hodgkinson	7 1/8 x 1 7/8
STERN FRAME	Propeller Post	Steel 7 x 5 1/8	Emerson	1
	Rudder	Forging 6 1/4 x 5 1/8	Walker and Thompson Brothers	1
RUDDER—A x D		94" x 8		
Speed of Vessel		10 Knots		
RUDDER mainpiece at head	Forging	5	Emerson	4 3/4
" " heel		3 3/4	Walker and Thompson Brothers	3 1/2
" how constructed	Forged	stock with shrunk on arms		
" double or single plate		Single Plate		84
" coupling, vertical or horizontal		Horizontal		

STEEL.

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

David Colville & Son

Has the Steel been tested as required by the Rules?

Yes

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EQUIPMENT No. 12686										LETTER N		ANCHORS.		11 FEB 1925		
Number 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.
58336	1st Bower	26	1	12	Stockless	25	18	0	14	25	2	0	Taylor's Dreadnought	Taylor & Sons	Septon, 18/24	Drysdale
58350	2nd "	26	0	21	do	25	14	1	14	25	2	0	"	"	"	18/24
58219	3rd "	22	0	12	do	22	9	1	14	22	0	0	"	"	"	24/24
	Collective weight.	74	2	17		73	0	0								
58214	Stream	6	2	24	1	3	0	9	0	0	0	0	Ordinary	"	"	24/24

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.		Supplied.	Per Rule.	Length.	Diam.	Length.	Cir.					Length.	Cir.					
59001	210	1 1/2	40.5	58.7	242	0.15	242	0.0	210	1 1/2	Stud Link	Taylor & Sons	Septon, 18/24	Drysdale	TOWLINE...	90	3 1/2	22	90	3 1/2
															HAWSERS & WARPS	2-90	2 1/2	12.3	-	-
															"	2-"	2 1/2	9.5	-	-
															"	90	6	Monks	90	6
															"	90	5	do	90	5

Steering Gear, Steam *Donkin & Co. Ltd.* Steering Gear, Hand *Donkin & Co. Ltd.*

Boats *Two* Steering Chains, Size and Test *3/4" dia. Short Link* Windlass *Steam by Emerson Walker & Thompson Brothers*

Ceiling in Holds, thickness and material *2 1/2" pine* Cargo Battens, thickness, material and spacing *2" pine, 9" spaces*

Cargo Hatchways.—(Upper Deck) *30" x 42" beamings* Thickness of Hatches *3" pine*

Size of No. 1 Hatchway (Forward) *18' x 15'* No. 2 *30' x 16'* No. 3 *20' x 15'* No. 4 *✓* No. 5 *✓* No. 6 *✓*

Number of Shifting Beams and/or Fore and Afters *3 Shifting beams in N° 1 & 3 hatches, 5 in N° 2*

Builder's Signature *George A. Inglis*

GENERAL DECLARATION *The workmanship and materials are good, This vessel has been built in accordance with the approved plans, the Secretary's letters of various dates, and in general conformity with the revised rules 1923-4. The double bottom tank, the tank in N° 1 hold, and both peak tanks, have been tested, as required by the Rules. The weather decks and watertight bulkheads have been tested, and the freeboards verified and cut in on the ship's sides. The bottom forward of the 3/5th length has been strengthened in accordance with the Rules. The approved plans, as noted on the back of the report, are forwarded herewith.*

Vessel is a sister ship of the S. S. "Procris," the same builders N° 688 P vessel (see Gls rept N° 44219)

The amount of Entry Fee £ 5 : 0 : 0	Fees applied for, <i>100/25</i>	I am of opinion the Vessel should be Classed <i>100 A.1. with freeboard</i> <i>Cargo battens not fitted in tween decks</i>
Special Survey Fee £ 130 : 18 : 0	Received by me, <i>28/2/25</i>	
<i>Freeboard</i> 5 : 0 : 0		
Travelling Expenses, if any £ :		
State whether the Vessel has been built under Special Survey <i>yes</i>		Signature <i>George Nicol</i>
Certificate to be sent to <i>GLASGOW</i> Date of issue <i>23/25</i>		Surveyor to Lloyd's Register of Shipping.
Committee's Minute <i>GLASGOW 10 FEB 1925</i>		
Character assigned <i>100 A.1. with freeboard.</i> <i>2.25</i> <i>Lloyd's A & C.P.</i> <i>+ L.M.C 2.25.</i>		
<i>Cargo battens not fitted in tween decks.</i>		



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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 plans and reports are enclosed for reference

Plans

Cargo hatches

Beam knees

Masts

Tank top plating and girder plan

Fore part stiffening

Shell expansion

Rudder

Keel connection of hold pillars

Watertight bulkheads

Riveting scheme

Pumping arrangement

Profile and deck plans

Midship section as approved

do. vessel as built

Reports

Stern frame

Rudder frame

Stem

Note. A letter from the owners authorising the construction of the vessel to the Revised Rules (1922-3) was attached to the First Entry Report of the S. S. "Procris", the sister vessel.

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

1st Bower

2nd "

3rd "

} Head and Shank of each bower anchor forged open hearth ingot steel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ✓ ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle 25.63 (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 decks Stl.

Official No. 47949, Signal Letters ✓ Is bottom of Vessel coated with cement if not give particulars of composition Bottom to turn of bilge, Portland Cement, above bilge, Bowtoni

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	18.9	84
Double bottom, under Engines and Boilers,			After peak tank,	10.0	18
Double bottom, if under Engines only,	24.0	27.3	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	28.0	64.0	Other tanks, if fitted,		
	Total capacity of double bottom	91.3	(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. 5612

Date

16.2.24

Dates of Surveys held while building

1924. Mar 27. Apr 2. 5. 10. 14. 16. 22. May 1. 5. 9. 16. 23. 27. June 2. 6. 12. 17. 24. 26. July 1. 10. 15. Aug 7. 11. 25. Sept. 1. 5. 12. 20. Oct. 6. 7. 13. 20. 22. 24. 27. Nov 4. 6. 10. 17. 18. 24. 28. Dec 1. 4. 10. 16. 19. 29. 1925. Jan 12. 16. 19. 20. 27. Feb 5.

Total No. of Visits 35