

STEEL ~~STEAMER~~ MOTORSHIP.

Received at London Office OCT 10 1938

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 *27th of September 1938* Port of *Rotterdam* No. *27391^a*
Survey held at *Deest* Date First Survey *30th of December 1937* Last Survey *26th of September 1938*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Single screw motor vessel* "ENIDTOWN"State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full scantling* State Type of Erections *Poop; M.C. deck; fore castle*TONNAGE under Tonnage Deck... *545.13*CLASS *+ 100 AIV*State if with freeboard as condition of Class *no*Built at *Deest*

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

Length from fore part of stem to after part of stern most on summer L.W.L. See Sec. 3 (1a) *L 187=57.4*Launched *31/5 1930* Yard No. *206*Breadth (greatest moulded) *B 29=8.84*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 13.5=4.13*Builders *N.V. Scheepswaaf Gedeel. v.d. Weef*Owners *Brook Shipping Company Ltd*

Total

Gross Tonnage *494.51*Register Tonnage *485.21*1st Longitudinal Number (L x D) = *235.5*Managers *"*
(Where necessary to be entered in Reg. Book.)2nd Numeral L x (B + D) = *741.0*Residence *London*Framing Depth "d," at middle of length. See Sec. 3 (1d) *13.92 to U.Dk*Proportions—Depth to Length—Uppermost continuous deck to top of keel *10.73 to U.Dk*Port of Registry *London*

If surveyed while building, afloat, or in dry dock

Draught Moulded *12' 11 5/8"**Building.*

REGISTERED DIMENSIONS.

FEET.

Length *191.95*Breadth *29.15*Depth *12.*

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP. mm	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP. mm	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	560	✓	Bracket Floors, Frame	110 65 8 1/2	✓
" " from 3/4 length amidships to } Collision bulkhead.....}	560	✓	" " Reversed Frame	100 65 7 1/2	✓
" " in peaks.....	560	✓	" " Vertical Struts	100 65 7 1/2	✓
SIDE FRAMING.			Centre Girder, depth and thickness amidships	650 10 1/2	✓
Frame Amidships, Angle, <i>E or F</i> <i>M.C.D.</i> <i>150 75 9</i>	<i>150 75 9</i>	<i>✓</i>	" " top Angles	75 75 8 1/2	✓
" " Extends up to <i>M.D.</i> <i>130 75 9 1/2</i>	<i>130 75 9 1/2</i>	<i>✓</i>	" " bottom Angles	75 75 9 1/2	✓
Reversed Frame Amidships, Angle <i>at any angle as approved</i>	<i>at any angle as approved</i>	<i>✓</i>	Side Girders, No. each side and thickness <i>one 7</i>	<i>one 7</i>	<i>✓</i>
" " Extends up to...			Margin Plate depth (excl. of flange) and thickness <i>straight to ship's side 8 mm</i>	<i>straight to ship's side 8 mm</i>	<i>✓</i>
Depth of Framing Girder	✓		" " Vertical Angle to Tank side		
Frames in Uppermost Continuous 'tween } Decks, Angle, <i>E or F</i>}	✓		Bracket abaft 1/4 len. from stem	✓	
" " Second 'tween Decks, Angle, <i>E or F</i>	✓		" " Vertical Angle to Tank side		
" " Third " " " "	✓		Bracket from forward 1/4 len. from stem to Panting Area	✓	
" " from 1/2 len. for'd. to 15% len. from Stem	✓		Gussets, spacing and scantling abaft 1/4 len. from stem	✓	
" " in Peaks, Angle <i>E or F</i> <i>120 75 8</i>	<i>120 75 8</i>	<i>✓</i>	" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	✓	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>5/8 7 x 5 1/2</i>	<i>✓</i>	Tank Side Brackets, height above base line at toe of Frame and thickness	<i>1350 x 8</i>	<i>✓</i>
State if Frame Joggled	<i>no</i>	<i>✓</i>	INNER BOTTOM PLATING.		
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<i>yes</i>	<i>✓</i>	Breadth and thickness of Middle Line Strake	<i>1050 x 8 1/2</i>	<i>✓</i>
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<i>yes</i>	<i>✓</i>	Thickness of remainder in Holds	<i>7</i>	<i>✓</i>
SINGLE BOTTOM.			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>only double bottom in hold</i>	<i>✓</i>
Floors, Depth and thickness at mid-line in Holds	✓		BEAMS.		
Height of Brackets at side above base line at toe of frame	✓		Uppermost Continuous Deck, amidships in Wells, Angle, <i>E or F</i> <i>140 75 9</i>	<i>140 75 9</i>	<i>✓</i>
Middle Line Keelson, on Floors, Angles, <i>E or F</i>	✓		" " in way of Bridge, Angle, <i>E or F</i> <i>140 75 9</i>	<i>140 75 9</i>	<i>✓</i>
" " Through Plate or Intercostal Plate	✓		Spacing	<i>560</i>	<i>✓</i>
" " Foundation Plate on Floors	✓		Second Deck, amidships, Angle, <i>E or F</i>	✓	
" " Flat Plate Keel Angles	✓		Spacing		
Side Keelsons, No. each side	✓		Third Deck, amidships, Angle, <i>E or F</i>	✓	
" " thickness of Intercostal Plate	✓		Spacing		
" " Angles	✓		Fourth Deck, amidships, Angle, <i>E or F</i>	✓	
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing	<i>7 1120 and as per profile</i>	<i>✓</i>	Bridge Deck, Angle, <i>E or F</i>	✓	
" " Are Frame and Reversed Frame joggled?	<i>no</i>	<i>✓</i>	Spacing		
Bracket Floors, breadth and thickness at middle line	<i>600 x 7</i>	<i>✓</i>	Forecastle Deck, Angle, <i>E or F</i>	<i>130 75 8 1/2</i>	<i>✓</i>
" " breadth and thickness at margin plate	<i>700 x 7</i>	<i>✓</i>	Spacing	<i>560</i>	<i>✓</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.....	One			✓	Stringer Plate, breadth and thickness in way of Bridge	✓			
" in 'tween Decks, Size and Spacing.....	✓				Thickness of Plating abreast Deck openings) in way of Wells	✓			
" " " " " "	✓				Thickness of Plating abreast Deck openings) in way of Bridge	✓			
" in Holds	<i>Constructed pillars as approved at orders of Hatchesway's Sec plan ✓</i>				Thickness of Plating within line of openings...	✓			
" " " " " "	[Diagram]	200 x 75	$\frac{8\frac{1}{2}}{11\frac{1}{2}}$	✓	If Sheathed, material and thickness	✓			
Centre Line Bulkhead.					Third Deck.				
Stiffeners and Spacing.....	<i>plates & girders and very brackles at hatchesides all as approved. ✓</i>				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	1370	13 $\frac{1}{2}$		✓	If Plated, state thickness	✓			
" " " " in way of Bridge	R. Green 1320	9		✓	Poop Deck.				
" Angle in Wells	130	130	13	✓	Stringer Plate, breadth and thickness	1370	6 $\frac{1}{2}$		
Thickness of Plating abreast Deck openings) in way of Wells		8		✓	Plating, Sheathing, material and thickness ...	6 $\frac{1}{2}$	pine 2"		
Thickness of Plating abreast Deck openings) in way of Bridge	M. Ch. ore L.	8		✓	Bridge Deck.				
Thickness of Plating within line of openings...		7 $\frac{1}{2}$		✓	Stringer Plate, breadth and thickness.....	✓			
If Sheathed, material and thickness	not sheathed.			✓	Plating, Sheathing, material and thickness ...	✓			
Second Deck.					Forecastle Deck.				
Stringer Plate, breadth and thickness in Wells...	✓				Stringer Plate, breadth and thickness.....		6 $\frac{1}{2}$		
					Plating, Sheathing, material and thickness ...	6 $\frac{1}{2}$	not sheathed.		

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>Yes</i>			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth. Inches. <i>mm</i>	Thickness. Inches. <i>mm</i>	Thickness. Inches. <i>mm</i>	Thickness. Inches. <i>mm</i>			Diam. Inches.	Spacing cr. to cr. Inches.		Diam. Inches.	Spacing cr. to cr. Inches.	
FLAT PLATE KEEL	1000	11½ ✓	11 ✓	9 ✓		Double	¾	3	III	¾	2 5/8	Lapped.
„ DBLG. (if any)					<i>Landings of A strake in flat forward double riveted.</i>							
BOTTOM PLATING, No. A 1780 of Strakes <i>two</i>	1780	9 ✓	10 ✓	9 ✓		Single	5/8	2½	II	5/8	2 5/16	"
BILGE PLATING, No. of C 1050 Strakes <i>one</i>	1050	9 ✓	10 ✓	8 ✓		Single	5/8	2½	II	5/8	2 3/16	"
SIDE PLATING, No. of D 1180 Strakes <i>one</i>	1180	9 ✓	10 ✓	8 ✓		Single	5/8	2½	II	5/8	2 3/16	"
UPPER DECK, Sheer- F 1330 strake in Wells.....	1330	13 ✓	9 ✓	8 ✓	<i>At break 19 mm double riveted landing 7/8 way off the ground</i>	Single in	¾	3½	III	¾	2 5/8	"
LOWER DECK, Sheer- G 1290 strake in Bridge ...	1290	10½ ✓	15 ✓	15 ✓					III	¾	2 5/8	"
STRAKE BELOW Sheer- E 1230 strake in Wells.....	1230	9 ✓	10 ✓	8 ✓		Single	¾	3½	III	¾	2 5/8	"
STRAKE BELOW Sheer- strake in Bridge ...												
POOP SIDE PLATING				8 ✓		One plate			II	5/8	2 3/16	"
BRIDGE SIDE PLATING ...												
FORE'C'TLE SIDE PLATING			6½ ✓			Single	5/8	2½	II	5/8	2 3/16	"

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c) *four* ✓

„ Deck next below *four* ✓

As per Rule _____

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar		Flat keelplate ✓		
STEM		Heel run out plate 10 1/2 in		
STERN FRAME {	Propeller Post	Paying 150 x 95	gehr. de Jong	
	Rudder "		Bolynes	
Speed of Vessel		10 knots ✓		
RUDDER—Type		Balance	Withwitz	
" A x D		162 ✓	Bergbau	
" Diam. of head		120 cm ✓		
" Mainpiece at top pintle		110 cm ✓	Withwitz	
" " heel		110 cm ✓	Bergbau	
" how constructed		Build up steam in balance		
" double or single plate coupling, vertical or horizontal		upper plate apparent double plate		
		Flourentz		

			Plating Thickness.	STIFFENERS.			
				VERTICAL.		HORIZONTAL.	
				Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks							
"	"	Second					
		to 60	8-6 1/2	2 140x65x10	765		
"	"	Third					
		to 24	10-7 1/2	2 165x75x9	786		
				150x75x8	685		
"	"	Holds					
		to 93	10-7 1/2	2 165x75x8	610		
			6	140x75x9			
				90x65x7			
COLLISION		(in Hold)					
		to 6	12-7 1/2	2 180x75x11	730		
				2 150x75x10	730		
				2 120x75x8	610		
AFTER PEAK							

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Guille Hoffmingshütte Neu Biberhausen*
Société Anonyme de la Fabrique de fer de Charleroi
Has the Steel been tested as required by the Rules? *Jes at Melwale.* ✓

EQUIPMENT No.												LETTER	ANCHORS.				
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.		
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.					
51087	1st Bower ...	16	3	10	4	0	0	18	2	3	7	16-3-0	Quick Trip Cast Steel	—	Gravelly Heath 26/4-27		
51088	2nd „ ...	16	3	0	✓	“	“	18	0	2	14	“	“	“	“	“	J. R. Ball
51089	3rd „ ...	14	3	0	✓	“	“	16	5	2	14	“	“	“	“	“	“
	Collective weight.	48	1	10	✓	“	“					48-0-0	“	“	“	“	“
51245	Stream	4	3	10	✓	1	4	7	5	0	0	4-3-0	Common stock	—	Gravelly Heath 19/1-30		

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.	Stain- tory.	Break- ing.	Supplied.	Per Rule.			Length.	Diam.					Length.	Cir.		Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
16922	212	1 1/4	28 1/2	42 1/2	170-3	14	168-0-0		210	1 1/4	Steel	K.N.G. London	Low Walker 9/5-1950 & Bruen	wire	75	2 3/4	15.2	75	2 3/4
														HAWSERS & WARPS	90	2 1/4		90	2 1/4
														"	90	4		90	4
Iron Steam Chain or Steel Wire	60	3			18.6				60	3		Edwin Elliot & Co. Ltd.		wire	2x90	2 1/4			

Steering Gear, Type (Power or hand) *Electric driven gear on navigation bridge* Alternative Means of Steering *For hand gear on bridge and hand gear aft.*

Steering Chains (Size and Test) *3/4 6 3/4 tons* Windlass *Electric motor on navigation bridge* Boats *2 lifeboats.*

Ceiling in Holds, thickness and material *pine 2 1/2* Cargo Battens, thickness, material and spacing *7 x 2 1/2 spaced 9"*

Cargo Hatchways.-(Upper Deck) *Steel and angle* Thickness of Hatches *2 1/2 pine*

Size of Hatchways No. 1 (Fwd.) *44'0 x 16'0* No. 2 *44'0 x 16'0* No. 3 *✓* No. 4 *✓* No. 5 *✓* No. 6 *✓*

Number of Shifting Beams *7 on each hatch.* and/or Fore and Afters

Builder's Signature *M.V. SCHEEPSWERF GEDEZ & ZONEN*

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) 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 (where required to be inserted in the Notation).

The workmanship was found good and the vessel has been built in accordance with the approved plans, copies of which are being retained in the London office for record, in agreement with the instructions contained in Secretary's letters M 2/10; 37; 25/10; 37; 4/5.30; 20/6.30; and Rotterdam Letters 19/10; 25/10; 37 16/6; 30 respecting this case and in general conformity with the Society's Rules. The double bottom tanks and fore and after peak tanks have been tested as required by the rules and found sound and tight. Weather decks, w. A. bulkheads tested by hose and found tight. ✓

Deckboard has been marked and cut in vessels sides. Certificate of steel frame and under enclosed herein.

Sister vessel *Williamsstown June N:204; Rotterdam Reg N:26151*

The following *M 2/10.37* Machinery section.

approved plans *25/10.37* Motor seating; under and steel frame, w. A. bulkheads.

are as follows *22/10.37* Profile and decks.

2/5.30 Hand steering gear.

20/6.30 modified machinery section, Profile and decks.

The amount of Entry Fee *f 48.00* Fees applied for, *(Special notations, where part of class, to be stated.)*

Special Survey Fee... *f 954.00* Received by me, *18/10 1938*

Travelling Expenses, if any *f 155.00* I am of opinion the Vessel should be Classed *+ 100 A1*

State whether the Vessel has been built under Special Survey *Yes* Signature *J. v. Heerwaarden*

Certificate to be sent to *Rotterdam Surveyors* Date of issue *21/10/38* Surveyor to Lloyd's Register of Shipping.

Committee's Minute *FRI 14 OCT 1938*

Character assigned *+ 100 A1.*

Lloyd's A.C.P.

+ L.C.C. 9.38 c.i.

Oil Engines.

Write Bx

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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.)

PARTICULARS OF ELECTRIC WELDING (if employed)

Seamline balance under Electric welded.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

Overall length 190.0 feet.

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

1st Bower	11 Cut - 3 Q - 26 lbs W. H. Andrews N° 6202	7-1-1937
2nd "	11 Cut - 1 Q - 26 lbs W. H. Andrews N° 6647	30-4-1937
3rd "	10 Cut - 0 Q - 16 lbs W. H. Andrews N° 6891	23-7-1937

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 42.5 ft., R.Q.D. 80.83 ft., Bridge ft., Forecastle 21.33 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. 166565

Signal Letters not obtained Extreme Breadth over Belting

Over-all Length

190.0 feet

No. and Material of Decks

One Steel deck

Parts of Bottom of Vessel coated with cement or approved composition

Cement

Particulars of composition (if fitted) and of approval

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	16.5	60
Double bottom, under Engines and Boilers,			After peak tank,	11	40
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	124.7	105	Other tanks, if fitted,		
Total length (if continuous) and Capacity		105	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 918

Date

27/10 1937.

Dates of Surveys held while building

30/12; 1937. 15/1; 3-17/2; 4/3; 1-15-22-29/4;
13-31/5; 15-22/6; 8-20/7; 10-30/8; 9-20/9; 26/9

Total No. of Visits 20