

STEEL STEAMER ~~OF MOTORSHIP~~

Received at London Office 10 JAN 1930

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 *7th January 1930*Port of *Newcastle-on-Tyne*No. *85156*Survey held at *Newcastle-on-Tyne* Date First Survey *9 May 1929*Last Survey *4 Jan 1930*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *single screw WEARWOOD (Machinery amidships)*State Type (Full scantling, Complete Superstructure with or without Tonnage Openings) *Full scantling*State Type of Erections *Disconnected*TONNAGE under Tonnage Deck... *4156.43*CLASS *100A1*State if with freeboard as condition of Class *no*Built at *Howdon-on-Tyne*

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 381.9*

FEET.

Launched *15th Nov 1929* Yard No. *412*

Total

Breadth (greatest moulded) *B 51.75*Builders *Northumberland S.S. Co (1927) Ltd*Gross Tonnage *4578.32*Depth at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 29.0*Owners *Joseph Constantine S.S. Line Ltd*Net Tonnage *2795.38*1st Longitudinal Number (L x D) *= 11075*

Managers

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

REGISTERED DIMENSIONS. FEET.

Framing Depth "d," at middle of length. See Sec. 3 (1d) *25.58*Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.17*Residence *Middlesbrough*Port of Registry *Middlesbrough*If surveyed while building, afloat, & in dry dock *Yes*Draught Moulded *23'-8 1/4"*

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	27 1/2		Bracket Floors, Frame	6 3 1/2 35	
" " from 1/2 length to Collision bulkhead	27 1/2		" " Reversed Frame	5 1/2 3 34	5 x 3 x 38 1/2
" " in peaks	24		" " Vertical Struts	9 x 3 1/2 3 1/2 38	
FRAMING.			Centre Girder, depth and thickness amidships	41 50	
Frame Amidships, Angle, E or C	N.B.S. 12 3 1/2 56		" " top Angles	Single 5 5 50	
" " Extends up to	Upper Dk		" " bottom Angles	Double 4 4 54	
Reversed Frame Amidships, Angle	-		Side Girders, No. each side and thickness	One 38	
" " Extends up to	-		Margin Plate depth (excl. of flange) and thickness	36 48	
Depth of Framing Girder	12		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	5 5 40	
Frames in Uppermost Continuous 'tween Decks, Angle, E or C	7 3 1/2 34		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	6 6 40 + 6 x 3 1/2 x 40 back bar	
" " Second 'tween Decks, Angle, E or C	-		" " Gussets, spacing and scantling abaft 1/2 len. from stem	27 1/2 38	
" " Third " " "	-		" " Gussets, spacing and scantling forward 1/2 len. from stem	27 1/2 38	
Framing in Peaks, Angle or C	7 1/2 3 1/2 34		Tank Side Brackets, height above base line at toe of Frame and thickness	68 1/2 45	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 @ 6 1/4		INNER BOTTOM PLATING.		
State if Frame Joggled	Yes		Breadth and thickness of Middle Line Strake	72 46	
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	4 hold side stringers with channel frames and rev. frames. Extra intercostals and double frames.		Thickness of remainder in Holds	40	
STRENGTHENING OF BOTTOM FORWARD. State Particulars			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	
DOUBLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle, E or C	N.B.S. 7 3 1/2 33	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, E or C	7 3 40	
Middle Line Keelson, on Floors, Angles, E or C			Spacing	27 1/2	
" " Through Plate or Intercostal Plate			Second Deck, amidships, Angle, E or C	-	
" " Foundation Plate on Floors			Spacing		
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, E or C	-	
Side Keelsons, No. each side			Spacing		
" " thickness of Intercostal Plate			Fourth Deck, amidships, Angle, E or C	-	
" " Angles			Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, E or C	N.B.S. 7 3 1/2 33	
Solid Floors, thickness and spacing	38 @ 8 1/2		Spacing	every frame	
" " Are Frame and Reversed Frame joggled?	Frame only		Bridge Deck, Angle, E or C	6 3 1/2 40	
Bracket Floors, breadth and thickness at middle line	30 3/4 38		Spacing	27 1/2	
" " breadth and thickness at margin plate	30 3/4 38		Forecastle Deck, Angle, E or C	N.B.S. 7 3 1/2 46	
			Spacing	every frame	

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>								
" in 'tween Decks, Size and Spacing	<i>Built pillars</i>								
" " " " "	<i>spaced as profile</i>								
" in Holds " "	<i>centre line bulkhead</i>								
" " " " "									
Centre Line Bulkhead.									
Stiffeners and Spacing.....	<i>N.B.S.J.</i>	<i>11</i>	<i>3 1/2</i>	<i>.42 @ 55" apart</i>					
Plating, thickness of			<i>.30</i>						
STRINGERS AND DECKS.									
Uppermost Continuous Deck.									
Stringer Plate, breadth and thickness in Wells		<i>60</i>	<i>.86</i>	<i>60 x .84</i>					
" " " " in way of Bridge		<i>60</i>	<i>.39</i>						
" Angle in Wells	<i>6</i>	<i>6</i>	<i>.84</i>						
Thickness of Plating abreast Deck openings) in way of Wells			<i>.84</i>	<i>.82</i>					
Thickness of Plating abreast Deck openings) in way of Bridge			<i>.35</i>						
Thickness of Plating within line of openings...			<i>.41</i>						
If Sheathed, material and thickness									
Second Deck.									
Stringer Plate, breadth and thickness in Wells...									
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									
Third Deck.									
Stringer Plate, breadth and thickness.....									
If Plated, state thickness.....									
Fourth Deck.									
Stringer Plate, breadth and thickness.....									
If Plated, state thickness									
Poop Deck.									
Stringer Plate, breadth and thickness						<i>34</i>	<i>.34</i>		
Plating, Sheathing, material and thickness						<i>26</i>	<i>with 5 1/2" P.P.</i>		
Bridge Deck.									
Stringer Plate, breadth and thickness.....						<i>54 1/2</i>	<i>.50</i>	<i>54 1/2 .4</i>	
Plating, Sheathing, material and thickness						<i>52</i>	<i>and .45</i>	<i>.48 and</i>	
Forecastle Deck.									
Stringer Plate, breadth and thickness.....						<i>34</i>	<i>.34</i>		
Plating, Sheathing, material and thickness							<i>.34</i>		

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED LAPPED.
	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	49	.74	.66	.66		Double	$\frac{7}{8}$	$3\frac{1}{2}$	4-3	1	$3\frac{3}{4}$	Lapped 53	
„ DBLG. (if any)		3 strakes of plating A.B and C midship thickness to collision bulkhead.											
BOTTOM PLATING, No. of Strakes 4		.58	.46	.49		Double	$\frac{7}{8}$	$3\frac{1}{2}$	3	$\frac{7}{8}$	$3\frac{1}{8}$	„	
BILGE PLATING, No. of Strakes one		.58	.46	.49		„	„	„	3	„	„	„	
SIDE PLATING, No. of Strakes 3		.58	.44	.44		„	„	„	3	„	„	„	
UPPER DECK, Sheer-strake in Wells.....	56	.84				„	1	4	4 over .60	1	4	„	
UPPER DECK, Sheer-strake in Bridge58	.54	.44		„	$\frac{7}{8}$	$3\frac{1}{2}$	3	$\frac{7}{8}$	$3\frac{1}{8}$	„	
STRAKE BELOW Sheer-strake in Wells.....	50	.73				„	1	4	4 over .60	1	4	„	
STRAKE BELOW Sheer-strake in Bridge58	.44	.44		„	$\frac{7}{8}$	$3\frac{1}{2}$	3	$\frac{7}{8}$	$3\frac{1}{8}$	„	
POOP SIDE PLATING38		„	„	„	2	$\frac{3}{4}$	$2\frac{5}{8}$	„	
BRIDGE SIDE PLATING56				„	„	„	4	$\frac{7}{8}$	$3\frac{1}{2}$	„	
FORE'C'TLE SIDE PLATING			.40			„	„	„	2	$\frac{3}{4}$	$2\frac{5}{8}$	„	

WATERTIGHT BULKHEADS.

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

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

„ Deck next below..... **-**

As per Rule..... **6**

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plan to be noted.
KEEL, Bar				
STEM	Roller steel	9" x 2 1/2"		
STERN FRAME {	Propeller Post	Forging 10 1/4 x 7 3/8	Sunderland	
	Rudder "	9 x 7 3/8	forge	
RUDDER—A x D	350			
Speed of Vessel	10 knots			
RUDDER mainpiece at head	Forging	9 1/4	Rogerson	
" " heel		7"	Hobbs	
" how constructed	Forged	built		
" double or single plate		Single		
" 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)	South Durham, Dorman Long, Cargo Fleet and Consett. open hearth process
	Has the Steel been tested as required by the Rules?	yes

EQUIPMENT No. 32281

LETTER *y*

ANCHORS.

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.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	owts.	qrs.	lbs.	Owts.				
0854	1st Bower	60	0	21	-	-	-	48	10	0	0	60		Shantlorn's	Hingley Bros	N 24/6/29 H. Green
0855	2nd "	60	0	0	-	-	-	48	7	2	0	60		Stockless	"	"
0853	3rd "	50	3	0	-	-	-	42	16	3	14	50 1/2		"	"	"
	Collective weight.	170	3	21								170 1/2				
0852	Stream	16	1	14	4	2	7	17	11	3	14	16 1/4		Ordinary	"	N 25/6/29 H. Green

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.	Statu-tory.	Break-ing.	Supplied.		Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.
0974	135	2 3/4	86 1/2	120 1/2	323-2-0		322-3-14	270	2 3/4	Stud link	Hingley Bros	N 29/8/29 J.A. Relf	TOWLINE	120	4 3/4	47	120	4 3/4
0579	135	"	"	"	323-0-5		"	"	"	"	"	N 31/8/29	HAWSERS & WARPS	2-90	2 3/4	15 1/2	2-90	2 3/4
	90	4 3/4		47				90	4 3/4					2-90	2 1/2	12 1/2	2-90	2 1/2

Steel wires certified by British Ropes Ltd.

Steering Gear, Steam *Donkin 160* Steering Gear, Hand *Blocks & tackles*

Boats *2 Class A1 and 2 Class 3* Steering Chains, Size and Test *15 1/16 and 20 1/8 tons* Windlass *Emerson Walker*

Ceiling in Holds, thickness and material *2 1/2 P.P. under hatchways only* Cargo Battens, thickness, material and spacing *2" W.W. spaced 9' apart.*

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

Size of No. 1 Hatchway (Forward) *29'-9 1/2" x 21'-6" No. 2 29'-9 1/2" x 21'-6" No. 3 29'-9 1/2" x 21'-6" No. 4 29'-9 1/2" x 21'-6" No. 5 20'-7 1/2" x 21'-6" No. 6* Bridge

Number of Shifting Beams and/or Fore and Afters *5 shifting beams at W-1, 2, 3 and 4 and 3 beams at W-2a hatchway.*

Builder's Signature

FOR NORTHUMBRIA AND SHIPBUILDING CO. (1927) LTD.
J. Macdonald

GENERAL DECLARATION This vessel has been built in accordance with the approved plans and instructions as per Secretary's letters, as well as with the Printed Rules. The materials and workmanship are good. The freeboard has been verified and the freeboard marks cut in on the vessel's sides. The dry tank under boilers, all double bottom and peak tanks, weather decks, bulkheads and tunnel have been satisfactorily tested.

14 approved plans and 3 forging certificates enclosed.

The amount of Entry Fee £ 8 : 0 : 0 Fees applied for, 19

Special Survey Fee £ 303 : 18 : 0 Received by me, 19

Freeboard 8 : 6 : 8

I am of opinion the Vessel should be Classed *+100A1*State whether the Vessel has been built under Special Survey *yes*

Signature

J. Macdonald
Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to

Date of issue

Committee's Minute

FRI. 17 JAN 1930

Character assigned

*+ 100A1**Lloyd's arch. + dmb 1.30*
J.D., L.
My

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Lloyd's Register
Foundation

010369-010377-030422

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

1st Bower 38 cwt 2 qrs 0 lbs. K.H. HP-6371 26/4/29.
2nd „ 38 „ 2 „ 16 „ K.H. HP-6374 26/4/29
3rd „ 32 „ 1 „ 14 „ K.H. HP-5724 30/8/28

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 35.46 ft., R.Q.D. _____ ft., Bridge 119.17 ft., Forecastle 29.92 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *Poop not joined to bridge*

No. and Material of Decks (this information is to be given as it should appear in the Register Book) *1 Dth (stl)*

Official No. *160727*. : Signal Letters _____ Is bottom of Vessel coated with cement *yes* if not give particulars of composition _____

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	123.7	359	Fore peak tank,	19	96
Double bottom, under Engines and Boilers,			After peak tank,	22	140
Double bottom, if under Engines only,	22.9	100	Deep tank, aft,		
Double bottom, if under Boilers only, <i>Dry tank</i>	18.3		Deep tank, forward,		
Double bottom, forward,	167.3	597	Other tanks, if fitted,		
	Total capacity of double bottom	1056	(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. *5345*

Date *18.5.29*

Dates of Surveys held while building

1929 May 9 June 5.7.11.18.20. July 3.5.9.12.25.26. Aug. 14.16.20.22.27.30. Sep. 3.5.9.12.13.23.25.27. Oct. 1.4.7.9.11.15.18.23.25.28.31. Nov. 1.4.6.8.11.13.14.15.19.22.25.28. Dec. 2.6.11.13.17.19.20. Jan. 4.

Total No. of Visits *57*