

With or Without Disconnected Erections.

STEEL STEAMER.

Received at London Office 25 OCT 1924

Date of completion of report 24 October 1924 Port of Sunderland No. 28940
Survey held at Sunderland Date, First Survey 12 May 1924 Last Survey 21st October 1924
Motor Vessel WESTMOOR Rig Schooner

On the (State if Single, Twin, or Triple Screw)

TONNAGE under Tonnage Deck
Do. between Tonnage Dk. and 3rd and 4th Dk. 4069.68
Total under Upper Dk.
Do. of Poop 50.42
Do. of R.Q.Dk. 181.37
Do. of Bridge House 24.33
Do. of Forecastle 42.75
Do. of Houses on Dk. 4368.55
Do. of excess of Hatchways 161.24
Do. above Crown of Engine Room 1397.94
Gross Tonnage 163.71
Less Crew Space
Less above Crown of Engine Room
TONNAGE FOR FEES
Less Engine Room
Less Navigation Spaces

CLASS 100 A-1 Complete Superstructure with Fbd.
Breadth (greatest moulded) 52.31
Depth, at middle of length from top of keel to top of upper deck beams at side 36.31
Transverse Number 13616
Length on deck from fore part of stem to after part of stern post 375
Longitudinal Number 33232
Depth "d," at middle of length (See Secs. 2 & 13) 24.13
Proportions—Depths to Length—Upper Deck Beam at side to top of keel 10.32
" " Long Bridge Deck Beam at side to top of keel

Master
Year of appointment (1) As Master in service of owner of present vessel—19 (2) As Master of this vessel—19
Built at Sunderland
When built 1924 **Launched** 30th Sept 1924
By whom built Messrs Wm Daeferd & Sons Ltd
Owners Moor Line Ltd.
Managers W. Runciman & Co
(Where necessary to be entered in Reg. Book.)
Residence Pilgrim St. Newcastle
Port belonging to London

Register Tonnage 2645.66 **Destined Voyage** Rotterdam thence to Frisco **If Surveyed while Building, Afloat, or in Dry Dock** Yes

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid
375	0		52	34		28	3		2
						36	34		2

Dimensions of Ship per Register, Length	breadth	depth	Moulded depth, ft.	ins.	To Bridge Dk.	Round of Upper Dk. Beam, Actual
375	52.60	25.75	28	3		12 3/4
			36	34		

FRAMING	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
60 x 60 in Engine Space and Deep Tank						
FRAME, Angles, or Bars amidships	12	3 1/2	3 1/2	36	60	36
Do. in peaks	7 1/2	3 1/2	36	7 1/2	3 1/2	36
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	42	3 1/2	3 1/2	42
" " at intermdt. Bkts.	8 1/2	3 1/2	50	8 1/2	3 1/2	50
Spacing of Frames from centre to centre amidships	31			31		
" " from 1/2 length to Collision bulkhead	27			27		
" " in peaks	24			24		
THREE DECK FRAMES	3 1/2	3 1/2	42	3 1/2	3 1/2	42
REVERSED FRAME, Angles	3 1/2	3 1/2	42	3 1/2	3 1/2	42
Do. in way of Double Bottoms at Solid Floors	8	3	50	8	3	50
" " at intermdt. Bkts.	12			12		
FRAMING, depth of girder						
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships						
" in way of Engine and Boiler Spaces						
" thickness at the ends of vessel						
" depth at 1/2 the half breadth, as per Rule						
" height extended at the Bilges						
FLOORS in Cell. Double Bottoms	40			40		
" state if flanged (top & bottom)	No			No		
Spacing of Solid floors	ON EVERY THIRD FRAME EXCEPT IN E.R. AND FORWARD OF 3/5 LENGTH ETC.					
CENTRE GIRDER, in Dbl. bottom, dpth. & thcknss.	42	3 1/2	54	42	3 1/2	54
" Angles, Top	3 1/2	3 1/2	48	3 1/2	3 1/2	48
" Bottom	6 x 6 x 5/16	3 1/2	48	6 x 6 x 5/16	3 1/2	48
" to Floors	3 1/2 x 3 1/2 x 42	6	6 x 48	6	6	48
Brackets at intermdt. frmg., width & thcknss	3 1/2	3 1/2	40	3 1/2	3 1/2	40
SIDE GIRDERS, number on each side & thickness	One		40	One		40
" state if flanged (top and bottom)	No			No		
" Angles (top and bottom)	3 1/2	3 1/2	42	3 1/2	3 1/2	42
" " on Bridge Deck	3	3	38	3	3	38
MARGIN PLATE, depth (exclusive of flange) and thickness	38	3 1/2	52	38	3 1/2	52
" Angle to Outside Plating	3 1/2	3 1/2	52	3 1/2	3 1/2	52
" Floors	6	6	52	6	6	52
Brackets at intermdt. frmg., width & thcknss	3 1/2	3 1/2	40	3 1/2	3 1/2	40
Height of Outside Brackets above at bilge	3 1/2	3 1/2	40	3 1/2	3 1/2	40
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	52	3 1/2	50	52	3 1/2	50
" in Engine and Boiler space						
Remainder in Holds	42			42		
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8 1/2	3 1/2	52	8 1/2	3 1/2	52
" In way of Long Bridge						
Spacing	On Every Frame					
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	10 1/2	3 1/2	56	10 1/2	3 1/2	56
" Spacing	On Every Frame					
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel						
" Angles on upper edge						
Spacing						
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel						
" Angles on upper edge						
Spacing						
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel						
" Angles on upper edge						
Spacing						
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8 1/2	3 1/2	44	8 1/2	3 1/2	44
" Angles on upper edge						
Spacing	On Every Frame					

PILLARS	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
PILLARS In 'tween Deck, size and spacing	6 x 3 x 3 x 40			6 x 3 x 3 x 40		
" " Hold	3 x 3 x 64			3 x 3 x 64		
" Quarter 'tween Dks.						
" in Hold						

KEELSONS & STRINGERS	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate						
" Rider Plate						
" Flat Plate Keel Angles						
" Horizontal Plates on Floors						
" Angles or Bulb Angles						
SIDE KEELSONS, Number						
" Angles or Bulb Angles						
" Plate above floors, for length						
" Intercoastal Plate, for length						
" Attached to outside Plating with Angle						
BILGE KEELSON, Angles						
" Intercoastal Plate for length	146			9 x 40		
" Attached to outside Plating with Angle				7 bar 6 x 4 x 50		
SIDE STRINGERS, Number						
" Angle						
" Intercoastal Plate, for length						
" Attached to outside plating with Angle						

Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)	br'dth & thickness (in way of Bridge)	Angle (clear of Bridge)	Tie Plate at sides of Hatchways	Deck, * Iron or Steel, for Full lng.	Thickness (clear of Bridge)	Wood Deck, Material & thickness
66 x 51	66 x 51					
5 x 5 x 52	5 x 5 x 52					
44	44					
36 between hatchways	36					
2 1/2 Redwood inside accommodation						
Second Deck Stringer Plate, br'dth & thickness	54 x 39	54 x 39				
Angles on ditto, No. 2	3 1/2 x 3 1/2 x 40	3 x 3 x 40				
Deck, * Iron or Steel, for Full lng.						
Wood Deck, Material & thickness	None					
Third Deck Stringer Plate, br'dth & thickness						
Angles on ditto, No.						
Tie Plates, outside Hatchways						
Deck, * Material and thickness						
Fourth and Fifth Deck Stringer Plate, br'dth & thickness						
Angles on ditto, No.						
Tie Plates outside Hatchways						
Deck, Material & thickness						
Poop Deck Stringer Plate, breadth & thickness						
Angle on ditto						
Tie Plates						
Deck, Material and thickness						
Bridge Deck Stringer Plate, br'dth & thickness						
Angle on ditto						
Tie Plates						
Deck, Material and thickness						
Forecastle Deck Stringer Plate, br'dth & thickness	34	34				
Angle on ditto	3 1/2 x 3 1/2 x 34	3 1/2 x 3 1/2 x 34				
Tie Plates						
Deck, Material and thickness	Steel	34				
2 1/2 RR over accommodation						
4" RR under Windlass						

[illegible]

GENERAL REMARKS—(continued).

BULKHEADS.						
Position	Plating	Stiffeners.			Frames	Waterlight to height of
		Horizontal	Vertical	Spacing		
After Peak	.42 to .30	Recess Top	L 8½ × 3 × 44 above recess L 8½ × 3 × 48 below do	24 24	Single	2nd DK.
After Main	.40 .36 to .26	✓	[12 × 3½ × 3½ × 46	30	Single	2nd DK
Engine Room After End.	.40 .36 to .26	✓	[12 × 3½ × 3½ × 37½ & .50 L 6 × 3 × 34 27" apart above recess	30 31 on recess side	Single	2nd DK
Engine Room Forward End	.39 .35 .30	✓	[15 × 4 × 4 × 41 & .62 with 4 × 4 × 41 OR Reverse	24	Single	2nd DK
Deep Tank	.39 .35 .30	✓	[15 × 4 × 4 × 41 & .62 with 4 × 4 × 41 OR Reverse	24	Single	2nd DK
Fore Main	.40 .36 .26	✓	[12 × 3½ × 3½ × 56	30	Single	2nd DK
Collision	.48 to .26	2 Semi box beams	L 7 × 3 × 36 at top L 10 × 3 × 50 at bottom	24 24	Single	Upper DK
Longitudinal Bulkhead.	.30	✓	From 9½ × 3½ × 52 BA and double 12 × 3½ × 58 BA fixed on Every Frame to 9 × 3 × 42 BA and double 10½ × 3½ × 50 BA to 6 × 3 × 40 BA and double 8 × 3½ × 40 BA aft.	✓	✓	2nd DK

Plating of Bulkheads increased .04 on bottom strake & .10 at bilge. ✓

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ft., R.Q.D. ft., Bridge ft., Forecastle 29.6 ft. on Upper Deck
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as should appear in the Register Book) 2 Dks (Stl.)
Official No. 148494 ; Signal Letters
How are the surfaces preserved from oxidation? Inside Paint. Cement Fillets on edges & butts of Shell Plating in Tanks Cement in Bilges Outside Paint
State if Machinery is fitted aft No

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors Cellular System

Where Fitted.	Length.		Water Capacity.	Where Fitted.	Length.		Water Capacity.
	Feet.	Tons.			Feet.	Tons.	
Double bottom, aft, Oil	105' 11"	286		Fore peak tank,	14' 7½"	140	
Double bottom, under Engines and Boilers,	20' 8"	83		After peak tank,	23' 2"	220	
Double bottom, if under Engines only,				Deep tank, aft,			
Double bottom, if under Boilers only, Feed Water	10' 4"	40		Deep tank, forward,	25' 10"	946	
Double bottom, forward,	180' 3"	602		Other tanks, if fitted,			
2 Cofferdams each 31' long have been tested				(If necessary, furnish further information by sketch.)			1336
Total capacity of double bottom			1011	State whether the above have been tested as required by the Rules. Yes			

Order for Special Survey No. 5570

Date 2/3/24

No. 384 in builder's yard.

DATES of Surveys held while building

1924. May 12, 14, 16, 19, 21, 23, 27, June 2, 4, 6, 9, 18, 27, 30, July 4, 7, 11, 15, 18, 21, 22, 24, 28, 30, 1, 6, 7, 8, 11, 12, 13, 19, 21, 27, 28, Sep 2, 9, 15, 18, 19, 24, 29, 30, Oct. 1, 2, 7, 8, 10, 12, 16, 21.

Surveyor's Signature

A. Lickworth

Total No. of Visits 51



© 2021

Lloyd's Register Foundation