

## STEEL STEAMER or MOTORSHIP.

Received at London Office on 11 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 *8<sup>th</sup> January 1938*Port of *Leith*Survey held at *Burntisland*Date First Survey *17<sup>th</sup> September 1937*Last Survey *31<sup>st</sup> December 1937*On the *Steel Single Screw Steamer "BRATED"*

(Machinery fitted aft)

State Type *Without tonnage opening*State Type of Erections *RQT 1st floor*TONNAGE under Tonnage Deck *739.96*CLASS *T100A1* WITH FREEBOARD *yes*Built at *Burntisland*Do. of space or spaces between Tonnage Dk. and Upper Dk. *✓*Length *1222.0*Launched *16<sup>th</sup> December 37* Yard No. *217*Total *739.96*Breadth (greatest moulded) *B 33.83*Builders *The Burntisland S.S. Co. Ltd.*Gross Tonnage *1075.56*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *14.25 Upper Dk. 17.75 RQD*Owners *The Hudson Steamship Co. Ltd.*Register Tonnage *605.4*1st Longitudinal Number (L x D) *= 3163.5*Managers *✓*2nd Numeral L x (B + D) *= 10673.76*

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

## REGISTERED DIMENSIONS. FEET.

Length *223.4*Framing Depth "d," at middle of length. See Sec. 3 (1d) *10.85 Upper Dk. 14.35 RQD*Residence *8 Lloyds Avenue, London.*Breadth *34.05*Proportions—Depth to Length—Uppermost continuous deck to top of keel *Do. Long Bridge to top of keel 13.6' 8" extreme 1 1/2 keel*Port of Registry *London.*Depth *11.9*Draught Moulded *13.38*If surveyed while building, afloat, or in dry dock *While building. (finally 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.
<b>FRAMES, Spacing amidships</b> <i>(3 frame spaces aft)</i>	<i>27</i>	<i>✓</i>	<b>Bracket Floors, Frame</b>		
" " from $\frac{3}{8}$ length to Collision bulkhead	<i>24</i>	<i>✓</i>	" " Reversed Frame		
" " in peaks	<i>24</i>	<i>✓</i>	" " Vertical Struts		<i>approved 38</i>
<b>SIDE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>	<i>36" 40"</i>	<i>✓</i>
Frame Amidships, Angle, <i>E or F</i>	<i>6 3.32</i>	<i>✓</i>	" " top Angles	<i>3 3.34</i>	<i>double</i>
" " Extends up to <i>Upper Dk.</i>	<i>Upper Dk.</i>	<i>see also plans</i>	" " bottom Angles	<i>3 3.38</i>	<i>double</i>
Reversed Frame Amidships, Angle			<b>Side Girders, No. each side and thickness</b>	<i>one 28</i>	<i>(approved without girders)</i>
" " Extends up to	<i>✓</i>		<b>Margin Plate</b> depth (excl. of flange) and thickness	<i>25 37</i>	<i>✓</i>
Depth of Framing Girder	<i>6</i>	<i>✓</i>	" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	<i>4 1/2 4 1/2 5</i>	<i>approved 3 x 3 x 35</i>
Frames in Uppermost Continuous 'tween Decks, Angle, <i>E or F</i>			" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem	<i>4 1/2 4 1/2 5</i>	<i>approved 3 x 3 x 30</i>
" " Second 'tween Decks, Angle, <i>E or F</i>			" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	<i>none</i>	<i>✓</i>
" " Third " " " "			" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem	<i>none</i>	<i>✓</i>
Framing in Peaks, Angle, <i>E or F</i>	<i>5 3.26</i>	<i>✓</i>	<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	<i>4-3 36</i>	<i>✓</i>
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>3/4 48" apart C to C</i>	<i>✓</i>	<b>INNER BOTTOM PLATING.</b>		
State if Frame Joggled	<i>yes</i>	<i>✓</i>	Breadth and thickness of Middle Line Strake	<i>7 1/2 60</i>	<i>approved 34 1/2 32</i>
<b>PANTING ARRANGEMENTS</b> (Sec. 7), state system and particulars	<i>Frames 7 x 3 1/2 45L 24" apart</i>	<i>✓</i>	Thickness of remainder in Holds	<i>60</i>	<i>approved 33 1/2 31</i>
<b>STRENGTHENING OF BOTTOM FORWARD.</b> State Particulars	<i>Frames 5 x 3 x 30L between floors</i>	<i>✓</i>	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>yes</i>	<i>✓</i>
<b>SINGLE BOTTOM.</b>			<b>BEAMS.</b>		
Floors, Depth and thickness at mid-line in Holds	<i>Single bottom in way of boilers as per midship section plan</i>	<i>✓</i>	Uppermost Continuous Deck, amidships in Webs, Angle, <i>E or F</i>	<i>4 3.28</i>	<i>1/2 beams</i>
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, <i>E or F</i>	<i>6 3.42</i>	<i>through beams</i>
Middle Line Keelson, on Floors, Angles, <i>E or F</i>			Spacing	<i>every frame</i>	<i>✓</i>
" " Through Plate or Intercoastal Plate			Second Deck, amidships, Angle, <i>E or F</i>	<i>4 3 1/2 32</i>	<i>approved 28</i>
" " Foundation Plate on Floors			Spacing	<i>every frame</i>	<i>✓</i>
" " Flat Plate Keel Angles			<b>Third Deck, amidships, Angle, <i>E or F</i></b>		
Side Keelsons, No. each side			Spacing		
" " thickness of Intercoastal Plate			<b>Fourth Deck, amidships, Angle, <i>E or F</i></b>		
" " Angles			Spacing		
<b>DOUBLE BOTTOM.</b>			<b>Poop Deck, Angle, <i>E or F</i></b>		
Solid Floors, thickness and spacing	<i>32 every frame</i>	<i>approved 30</i>	Spacing		
" " Are Frame and Reversed Frame joggled?	<i>yes</i>	<i>✓</i>	<b>Bridge Deck, Angle, <i>E or F</i></b>		
Bracket Floors, breadth and thickness at middle line	<i>none</i>	<i>✓</i>	Spacing		
" " breadth and thickness at margin plate	<i>✓</i>	<i>✓</i>	<b>Forecastle Deck, Angle, <i>E or F</i></b>	<i>5 3 25</i>	<i>✓</i>
			Spacing	<i>4 3 38</i>	<i>every frame</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.
<b>PILLARS, No. of Rows.....</b>			Stringer Plate, breadth and thickness in way of Bridge .....	✓	
<i>Below Face</i> " in tween Decks, Size and Spacing.....	$2\frac{3}{8}"$ dia ✓ 48" ✓	✓	Thickness of Plating abreast Deck openings in way of Wells .....	(Stringer only) ✓	
" " " " " "	✓		Thickness of Plating abreast Deck openings in way of Bridge .....	✓	
" in Holds " "	none		Thickness of Plating within line of openings...	.30 ✓	
" " " " " "	✓		If Sheathed, material and thickness .....	not sheathed ✓ (Bitumastic in accommodation)	
<b>Centre Line Bulkhead.</b>			<b>Third Deck.</b>		
Stiffeners and Spacing.....	none		Stringer Plate, breadth and thickness.....		
Plating, thickness of .....	✓		If Plated, state thickness.....		
<b>STRINGERS AND DECKS.</b>			<b>Fourth Deck.</b>		
<b>Uppermost Continuous Deck.</b>			Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells	$72 \times .38$ ✓ R & D ✓ $6 \times 34$ aft ✓	✓	If Plated, state thickness .....		
" " " " " in way of Bridge	✓		<b>Poop Deck.</b>		
" Angle in Wells .....	$3\frac{1}{2} \times 3\frac{1}{2} \times .38$ ✓	✓	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 .....	✓		<b>Bridge Deck.</b>		
Thickness of Plating within line of openings...	.30 ✓	✓	Stringer Plate, breadth and thickness.....		
If Sheathed, material and thickness .....	not sheathed ✓	✓	Plating, Sheathing, material and thickness ...		
<b>Second Deck.</b> Upper D ✓			<b>Forecastle Deck.</b>		
Stringer Plate, breadth and thickness in Wells...	$7\frac{1}{2} \times .62$ at beam ✓ $6 \times .38$ forward ✓	✓	Stringer Plate, breadth and thickness.....	.29 plating, no stringer plate ✓	
			Plating, Sheathing, material and thickness ...	.29 PP $2\frac{1}{2}"$ ✓ 3" below Windlass ✓	

## SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?		RIVETS.		RIVETS.	
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.		No. OF ROWS OF RIVETS.		Diam.	Spacing or to cr.
	Inches.	Inches.	Inches.	Inches.						Inches.	Inches.
FLAT PLATE KEEL .....	$50\frac{1}{2}$ ✓	.49 ✓	.45 ✓	.45 ✓	.45 approved ✓ .40 approved ✓	Double	$\frac{3}{4}$ ✓	3 ✓	3	$\frac{3}{4}$ ✓	$2\frac{5}{8}$ Lapped
" DBLG. (if any) .....	✓										
BOTTOM PLATING, No. of Strakes .....	$67\frac{5}{8}$ ✓	.48 ✓	.49 ✓	.39 ✓		Double	$\frac{3}{4}$ ✓	3 ✓	3	$\frac{3}{4}$ ✓	$2\frac{5}{8}$ Lapped
BILGE PLATING, No. of Strakes .....	$68\frac{1}{2}$ ✓	.48 ✓	.41 ✓	.39 ✓		"	"	" c 3 to 2	"	"	"
SIDE PLATING, No. of Strakes .....	$65\frac{1}{2}$ ✓	.44 ✓	.41 ✓	.37 ✓	1.02 at beam ✓	"	"	" D 2 to 3 at beam ✓	"	"	"
UPPER DECK, Sheer-strake in Wells .....	$51\frac{1}{4}$ ✓	.47 ✓	.40 ✓	.37 ✓		F 2 x 3 ✓	$\frac{7}{8} \times \frac{1}{4}$ ✓	3 ✓	3	$\frac{3}{4}$ ✓	$2\frac{5}{8}$ Lapped
UPPER DECK, Sheer-strake in Bridge .....	$49\frac{1}{4}$ ✓	.71 ✓	.40 ✓	✓		D 2 x 3 ✓	$\frac{7}{8} \times \frac{1}{4}$ ✓	3 ✓	3	$\frac{3}{4}$ ✓	$2\frac{5}{8}$ Lapped
STRAKE BELOW Sheer-strake in Wells .....	65 ✓	.46 ✓	.40 ✓	✓		Double	$\frac{3}{4}$ ✓	3 ✓	2, 3 & 4	"	"
STRAKE BELOW Sheer-strake in Bridge .....	✓										
POOP SIDE PLATING .....	✓										
BRIDGE SIDE PLATING .....	✓										
FORECASTLE SIDE PLATING			.30 ✓			Single	$\frac{3}{4}$ ✓	3 ✓	one	$\frac{3}{4}$ ✓	$2\frac{5}{8}$ Lapped

## WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c) 4 ✓

" Deck next below .....

As per Rule 4 ✓

## STIFFENERS.

	Plating Thickness.	VERTICAL.				HORIZONTAL.			
		SCANTLINGS.		SPACING.		SCANTLINGS.		SPACING.	
MIDSHIP BULKHEAD, Upper tween decks									
" " Second									
" " Third	N <sup>o</sup> 26	35	$2\frac{1}{2} \times 3 \times 25$ ✓	$3\frac{1}{2}$ ✓	struts at every stiffener ✓				
" " Holds	N <sup>o</sup> 67	36	$2\frac{1}{2} \times 3 \times 48$ ✓	34 ✓					
" " (in Hold)	90	36	$2\frac{1}{2} \times 3 \times 34$ ✓	24 ✓	W.T. Flat ✓				
AFTER PEAK	5	65	$3\frac{1}{2} \times 3 \times 34$ ✓	24 ✓					

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar .....	✓			
STEM .....		$6\frac{3}{4} \times 1\frac{1}{2}"$ ✓	✓	material ✓
STERN FRAME { Propeller Post Forging	✓	$7\frac{1}{8} \times 4\frac{3}{8}"$ ✓	T.S. Forster ✓	✓
{ Rudder .....	✓	$4\frac{1}{2} \times 6\frac{1}{2}"$ ✓	✓	as per plan ✓
Speed of Vessel .....				
RUDDER—Type.....	10 Knots			
" A x D .....	99.5 ✓			
" Diam. of head .....	section as per plan ✓			
Mainpiece at top pintle	"	"	material ✓	
" heel ...	"	"	T.S. Forster ✓	
how constructed	Main piece & four arms			
double or single plate	double			
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)

Thyssen Company Scotland L<sup>d</sup> — The Lanarkshire Steel Co. L<sup>d</sup> — Dorman Long & Co. L<sup>d</sup> —  
Minningwood Iron Co. L<sup>d</sup> — Consett Iron Co. L<sup>d</sup> — (C.O.H.)

Has the Steel been tested as required by the Rules? yes ✓



EQUIPMENT No 11541 ✓										LETTER "M" ✓		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.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.				
37314	1st Bower ...	25	3	0	✓			25	8	0	14	23 1/4	Dyer's Improved	Not Water	Sundaland 28/6/37 JHB	
37359	2nd „ ...	25	3	21	✓			25	8	0	14	23 1/4	“	“	“ 12/6/37 “	
37517	3rd „ ...	23	0	7	✓			22	9	1	14	20 1/4	“	“	“ 16/9/37 “	
	Collective weight.	73	2	0								66 3/4				
50377	Stream ...	6	2	11		1	2	17	8	17	20	6	Ordinary type	“	Cradley 28/5/37 LEP	
CHAIN CABLES.															HAWSERS AND WARPS.	

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.	Owts. qrs. lbs.	Owts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
54588	210	1 1/2	40 1/2	58 1/2	242	0.7	22 2 1/2 = 1 7/8 242 = 1 1/2	210	1 1/2	Steel not stated	Cradley	28/5/37 L.E.P.	TOWLINE...	90	3 1/4	21.7	90	3 1/4
													HAWSERS & WARPS	90	2 1/4	10.8	90	2 1/4
													"	90	1 3/4	6.4	90	1 3/4
Iron Stream Chain or Steel Wire	60	3 1/2		25.7				60	3 1/2				"					

Steering Gear, Steam *Donmin* Steering Gear, Hand *Emerson's Walther*  
Boats *Two*:- 18' x 6' 3" x 2' 6" Steering Chains, Size and Test *Telemotor* Windlass *Emerson's Walther*  
*One*:- 14' x 5' 3" x 2' 2"  
Ceiling in Holds, thickness and material *(at bulges only 2 1/2" w)* Cargo Battens, thickness, material and spacing *none*  
Cargo Hatchways.-(Upper Deck) *of plates & angles No 1 coaming 3' 10 1/2"* Thickness of Hatches *3"*  
Size of No. 1 Hatchway (Forward) *33' x 21'* No. 2 *33' x 21'* No. 3 *33' x 21'* No. 4 *✓* No. 5 *✓* No. 6 *✓*  
Number of Shifting Beams and/or Fore and Afters *Four at each hatchway*

FOR THE BURNISLAND SHIPBUILDING COMPANY LTD.

Builder's Signature

DIRECTOR

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.

This vessel has been built in accordance with the approved plans and in general conformity with the Rules. The materials & workmanship are good. The shell plating to the stern frame is of midship Rule thickness. The Double Bottom tanks, the Fore & After Peak Tanks, the Feed Water Tank, the decks & bulkheads have been tested in accordance with the Rule Requirements with satisfactory results. This vessel has a cruiser stern.

The extreme overall length is:- 229'-7"

" " " breadth is:- 34'-2" *leave out*

The following plans are forwarded herewith:- Midship Section - Profile & Decks - Stern & Bow Frames - Stem Framing - Masts - Quadrant - Tiller - Also, two reports on forgings, and two on castings. (Note:- the Pumping Plan has been forwarded to the Surveyors at Newcastle)

The amount of Entry Fee ..... £ 5 : 0 : 0  
Special Survey Fee .... £ 107 : 12 : 0  
*Freight* 10 0 0  
Travelling Expenses, if any £ 1 : 7 : 4

Fees applied for,

10/1/1938.

Received by me,

15/1/1938

(Special notations, where part of class, to be stated.)

I am of opinion the Vessel should be Classed *+100A1*  
*U WITH FREEBOARD "*

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

Signature

*Ernest Edwards*

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Hull & Newcastle*

Date of issue *9/2/38*

Committee's Minute

FRI 4 FEB 1938

Character assigned

*+100A1*

*with freeboard*

*Lloyd's A+C*

*Cargo battens not fitted*

*+ dmc 1.38 1.18 220 lb*

*A.C.*

*Date of build 1.38*

*A.C.*

*Wine Nave*



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0131 1/2



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.)

Also enclosed a Plan of "Midship Section" showing Vessel as built.

This Vessel has left for Wallaseed on Tyne under tow with view to Engines & Boiler being installed, and completion. The Surveyors at Newcastle have been advised that to complete this Survey the starting gear & oil class remain to be seen in working condition, and the Engine & Boiler casings to be examined on completion.

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

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

1st Bower 15-2-21. ✓ WH. 6488. 26-3-37.  
2nd " 15-2-19. ✓ WH. 6484. 26-3-37.  
3rd " 12-3-27. ✓ JFR. 2503. 20-8-37.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ✓ ft., R.Q.D. 156 ft., Bridge " ft., Forecastle 25 ft.  
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated ✓

No. and Material of Decks One deck steel.

Official No. ✓ ; Signal Letters Is bottom of vessel coated with cement Cement ✓ 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, N <sup>o</sup> 3	54.0	121	Total capacity of double bottom 368	Fore peak tank,	23.9	91	✓
Double bottom, under Engines and Boilers, N <sup>o</sup> 2	49.5	134		After peak tank,	10.0	28	
Double bottom, if under Engines only, N <sup>o</sup> 4	19.75	18		Deep tank, aft,			
Double bottom, if under Boilers only, N <sup>o</sup> 1	48.5	95		Deep tank, forward,			
Double bottom, forward, 171.75				Other tanks, if fitted, ✓			

\* The wells are not to be included in the lengths of the tanks (See Circular No. 1284).

Order for Special Survey No. 1279

Date 18/3/37

Dates of Surveys held while building

1937:—  
September 17, 28 - Oct 4, 6, 12, 15, 19, 21, 29.  
Nov 10, 16, 19, 23, 26, 30. Dec 3, 11, 16, 28, 31

Total No. of Visits 20