

With or Without Disconnected Erections.

STEEL STEAMER.

Received at London Office **WED. AUG. 30 1922**

Date of completion of report **26th August 1922** Port of **Glasgow** No. **42124**
 Survey held at **Grangemouth** Date, First Survey **24th Aug 1920** Last Survey **7th August 1922**
 Single Sc. Sr. " **LAURELPARK** Rig **F.A. Schooner**

On the (State if Single, Double or Triple Screw)
TONNAGE under 1743.95
Tonnage Deck ...
 Do. between Tonnage Dk. and 3rd and 4th Dk. ...
Total under Upper Dk. 1743.95
 Do. of Poop 49.42
 Do. of ~~House~~ **Sidehouses** 63.21
 Do. of Bridge House 12.43
 Do. of Forecastle 4.88
 Do. of House ~~at Dk.~~ 6.51
 Do. of excess of Hatchways 54.33
 Do. above Crown of Engine Room ...
Gross Tonnage 1934.73
 Less Crew Space 84.29
 Less above Crown of Engine Room ...
TONNAGE FOR FEES ...
 Less Engine Room 619.11
 Less Navigation Spaces 43.31

CLASS 100 A1
Breadth (greatest moulded) ... 41.66
Depth, at middle of length from top of keel to top of upper deck beams at side ... 20.79
Transverse Number ... 62.45
Length on deck from fore part of stem to after part of stern post ... 280
Longitudinal Number ... 17486
Depth "d" at middle of length (See Secs. 2 & 13) ... 17.79
Proportions—Depth to Length—Upper Deck Beam at side to top of keel ... 13.46
 " " Long Bridge Deck Beam at side to top of keel ... 10.07

Master ...
Year of appointment ...
Built at Grangemouth
When built 1922 **Launched** 23rd Feb. 1921.
By whom built The Grangemouth Dockyard Co. Ltd.
Owners The Denholm Shipping Coy. Ltd.
Managers J.F. Denholm Ltd.
Residence Glasgow & Greenock
Port belonging to Greenock

Register Tonnage 1188.02 **Destined Voyage** Hamburg **If Surveyed while Building, Afloat, or in Dry Dock** Yes
LENGTH on Deck as per Rule ... 280
BREADTH Moulded ... 41 8
DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams ... 19
 Moulded depth, ft. 27 ins. 9 1/2 To Bridge Dk. Round of Upper Dk. Beam, Actual) 14 1/2 ins.
 Moulded depth, ft. 20 ins. 9 1/2 To Upper Dk.

FRAMING.				PILLARS.			
Inches in Ship	Inches in Ship	Inches in Ship	Inches per Rule or as Approved	Inches in Ship	Inches in Ship	Inches in Ship	Inches per Rule or as Approved
FRAME, Angles, or E or L Bars amidships ... 9 3 48 9 3 48				PILLARS In between Decks size and spacing ... 2 5/8			
Do. in peaks ... 5 1/2 3 38 5 1/2 3 38				" " Hold " " Built pillars at hatch and as approved.			
Do. in way of Double Bottoms at Solid Floors ... 3 1/2 3 34 3 1/2 3 34				" " Quarter 'tween Dks., " " J end and			
" " at intermdt. Bkts. ... 7 1/2 3 44 7 1/2 3 44				" " in Mold " "			
Spacing of Frames from centre to centre amidships ... 30"				KEELSONS & STRINGERS.			
" " length to Collision bulkhead in peaks ... 27 24 21 27 24 21				CENTRE LINE KEELSON , Vertical Plate above floors, Through Plate, or Intercoastal Plate ...			
REVERSED FRAME, Angles ... 3 1/2 3 34 3 1/2 3 34				" Flat Plate Keel Angles ...			
Do. in way of Double Bottoms at Solid Floors ... 7 3 40 7 3 40				" Horizontal Plates on Floors ...			
" " at intermdt. Bkts. ... 9				" Angles or Bulb Angles ...			
FRAMING , depth of girder ...				SIDE KEELSONS , Number ...			
FLOORS , depth and thickness of Floor Plate at mid-line for 1/2 length amidships ...				" Angles or Bulb Angles ...			
" in way of Engine and Boiler Spaces ...				" Plate above floors, for length ...			
" thickness at the ends of vessel ...				" Intercoastal Plate, for length ...			
" depth at 1/2 the half breadth, as per Rule ...				" Attached to outside Plating with Angle ...			
" height extended at the Bilges ...				BILGE KEELSON , Angles ...			
FLOORS in Cell. Double Bottoms ... 36 34 36 34				" Intercoastal Plate for length ...			
" state if flanged (top & bottom) ... Not flanged				" Attached to outside Plating with Angle ...			
" Spacing of Solid floors ... 60" + 30" as per appd. plan				SIDE STRINGERS , Number ...			
CENTRE GIRDER , in Dbl. bottom dpth & thickness ... 4 4 52 4 4 52				" Angle ...			
" Angles, Top ... 4 4 52 4 4 52				" Intercoastal Plate, for length ...			
" Bottom ... 3 3 34 3 3 34				" Attached to outside plating with Angle ...			
" to Floors ... 3 3 34 3 3 34				Upper Deck Stringer Plate , br'dth & thickness (clear of Bridge) ... 50 56 50 56			
" Brackets at intermdt. frmg., width & thkns ... 39 34 39 34				" " " br'dth & thickness (in way of Bridge) ... 50 44 50 44			
SIDE GIRDERS , number on each side & thickness ... One 32 One 32				" " " Angle (clear of Bridge) ... 4 1/2 x 4 1/2 x 60 4 1/2 x 4 1/2 x 60			
" state if flanged (top and bottom) ... Not flanged				" " " Tie Plate at sides of Hatchways ...			
" Angles (top and bottom) ... 3 3 34 3 3 34				" Deck. * Iron or Steel, for full lng. ... 40 + 20 appd. 40 + 20 appd.			
" to Floors ... 3 3 34 3 3 34				" Thickness (clear of Bridge) ... 32 + 20 appd. 32 + 20 appd.			
MARGIN PLATE , depth (exclusive of flange) and thickness ... 36 34 36 34				" (in way of Bridge) ...			
" Angle to Outside Plating ... 3 3 34 3 3 34				" Wood Deck, Material & thickness ...			
" Floors ... 3 3 34 3 3 34				Second Deck Stringer Plate , br'dth & thickness ...			
" Brackets at intermdt. frmg., width & thkns ... 24 appd. 34 24 See plan 34				" Angles on ditto, No. ...			
" Height of Outside Brackets above at bilge ... 20 20				" Tie Plates outside Hatchways ...			
INNER BOTTOM PLATING , breadth and thickness of Middle Line Strake ... 64 42 64 42				" Deck. * Iron or Steel, for lng. ...			
" in Engine and Boiler space ... 52 E.S. 42. B.S. 50				" Wood Deck, Material & thickness ...			
" Remainder in Holds ... 38 30 38 30				Third Deck Stringer Plate , br'dth & thickness ...			
BEAMS, Upper Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel ... 8 1/2 3 48 8 1/2 3 48				" Angles on ditto, No. ...			
" In way of Long Bridge ... 7 1/2 3 44 7 1/2 3 44				" Tie Plates, outside Hatchways ...			
" Spacing ... 30 30				" Deck. * Material and thickness ...			
BEAMS, Second Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel ... 8 3 42 8 3 42				Fourth and Fifth Deck Stringer Plate , breadth & thickness ...			
" Spacing ... 47 + 60 47 + 60				" Angles on ditto, No. ...			
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel ... 6 3 44 6 3 44				" Tie Plates outside Hatchways ...			
" Angles on upper edge ... 30 30				" Deck, Material and thickness ... Steel 30 30			
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel ... 7 3 40 7 3 40				Poop Deck Stringer Plate , breadth & thickness ... As appd. 32 See plan 32			
" Angles on upper edge ... 6 1/2 3 40 6 1/2 3 40				" Angle on ditto ... 3 x 3 = 32 3 x 3 = 32			
" Spacing ... 27 24 2 36 27 24 2 36				" Tie Plates ... 30 30			

If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.

W12 72 - 0040

WEB FRAMES.				FORGINGS OR CASTINGS.				Inches in Ship.				Inches per Rule, Or as Approved.			
WEB FRAMES, In Fore Body, No. and spacing				KEEL, Bar, depth and thickness				8 1/2 x 2 3/8				8 1/2 x 2 3/8			
No. of Side Stringers				STEM, moulding and thickness				7 1/2 x 5 1/2				7 1/2 x 5 1/2			
WEB FRAMES, In E. & B. Space, No. & spacing				STERN POST for Rudder do. do.				8 1/2 x 5 1/2				8 1/2 x 5 1/2			
No. of Side Stringers				for Propeller				not exceeding 246				not exceeding 246			
WEB FRAMES, In After Body, No. and spacing				RUDDER-A x D Table 22. Speed				7 1/4				7 1/4			
No. of Side Stringers				Main Piece, diameter at head				5 1/2				5 1/2			
Size of Face Angles to Web-Frames				RUDDER, how constructed				Forged built. Single plate.				Forged built. Single plate.			
Web Frames, depth and thickness				Thickness of Single Plate				1.06				1.06			
BULKHEADS.				STIFFENERS.				Can the Rudder be unshipped afloat?				Yes.			
W.T. BULKHEADS.				Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c.?				Lancashire Steel Coy Ltd, Wm. Beadmore & Coy. Steel Coy. of Scotland. David Chisholm & Sons. Carnegie U.S.A.				Lancashire Steel Coy Ltd, Wm. Beadmore & Coy. Steel Coy. of Scotland. David Chisholm & Sons. Carnegie U.S.A.			
A.P.				Has the Steel been tested as required by the Rules?				Yes.				Yes.			
A.E.R.															
B.R.															
" COLLISION "															
" PARTITION "															
" LONGITUDINAL "															
Are the outside Plates doubled two spaces of Frames in length?				No, Brackets in line.											
Are the Chain Plates and Watertight Doors in efficient working order?				Yes.											
PLATING.				RIVETING.											
STRAKES.				EDGES.				BUTTS.							
AS IN SHIP.				PER RULE OR AS APPROVED.				Single or Double.				If LAPPED.			
Breadth. Thickness.				Breadth. Thickness.				Breadth. Thickness.				Breadth. Thickness.			
FLAT PLATE KEEL				Double				13 1/4				13 1/4			
GARBOARD OF A STRAKE				Double				13				13			
B				Double				13				13			
C				Double				13				13			
D				Double				13				13			
E				Double				13				13			
F				Double				13				13			
G				Double				13				13			
H				Double				13				13			
I				Double				13				13			
J				Double				13				13			
K				Double				13				13			
L				Double				13				13			
M				Double				13				13			
N				Double				13				13			
O				Double				13				13			
P				Double				13				13			
Q				Double				13				13			
R				Double				13				13			
S				Double				13				13			
T				Double				13				13			
U				Double				13				13			
V				Double				13				13			
W				Double				13				13			
THICKNESS OF SHEET PILE				Double				13 1/4				13 1/4			
CLEAR OF LONG BRIDGE				Double				13				13			
DO. OF STRAKE BELOW				Double				13				13			
D.B.L.G. of Flat Plate Keel				Double				13				13			
Sheerstrakes				Double				13				13			
Length and thickness.				Double				13				13			
POOP SIDES				Double				13				13			
SHORT BRIDGE SIDES				Double				13				13			
FORECASTLE SIDES				Double				13				13			
Upper Deck				Double				13				13			
Stringer Plate				Double				13				13			
Second Deck				Double				13				13			
Stringer Plate				Double				13				13			
FRAMES extend in one length from centre line to M. plate + 1/2 from M. plate to upper deck				Double				13				13			
REVERSED FRAMES on floors and frames extend across top of floors				Double				13				13			
MASTS, SPARS, &c.				MASTS, SPARS, &c.				MASTS, SPARS, &c.				MASTS, SPARS, &c.			
LOWER MASTS				LOWER MASTS				LOWER MASTS				LOWER MASTS			
Fore				Fore				Fore				Fore			
Main				Main				Main				Main			
Topmast				Topmast				Topmast				Topmast			
Rigging, Material and Size, Shrouds				Rigging, Material and Size, Shrouds				Rigging, Material and Size, Shrouds				Rigging, Material and Size, Shrouds			
Sails.				Sails.				Sails.				Sails.			

EQUIPMENT No. 18344				ANCHORS.				TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS			
Number of Certificate.				Description of Anchor.				Where and when tested and Superintendent.			
55593 1st Bower				Byre Stockless				J. Taylor & Sons. Tipton W.A. Rydale. 17. 1920			
55594 2nd "				Byre Stockless				J. Taylor & Sons. Tipton W.A. Rydale. 17. 1920			
55595 3rd "				Byre Stockless				J. Taylor & Sons. Tipton W.A. Rydale. 17. 1920			
55894 Stream				Ordinary				J. Taylor & Sons. Tipton W.A. Rydale. 17. 1920			
55895 Kedge				Ordinary				J. Taylor & Sons. Tipton W.A. Rydale. 17. 1920			
Particulars of Drop Test of Cast Steel Anchor, viz.:-				Weight, Surveyor's Initials, Date of Test.				Weight, Surveyor's Initials, Date of Test.			
1st Bower				22 cwt 2 qrs				D. 5239 6. Aug. 1920.			
2nd "				22 " 3 "				D. 5236 11. Aug. 1920.			
3rd "				20 " 3 "				D. 3647 27 June. 1919.			
4th "				20 " 3 "				D. 3647 27 June. 1919.			
CHAIN CABLES.				HAWERS AND WARPS.							
Number of Certificate.				Length and size supplied.				Where and when tested, and Superintendent.			
69429				240 3/4				H. Green. 11. 1920			
Boats				2 lifeboats + 1 dinghy				Steering Gear, Steam Barrow Coy + Steering Gear, Hand Westminster Eng. Co. 11. 1920			
Pumps, Number				Donner its crown off peak tank				Diameter of Barrel 5" State whether they are in efficient working order			
Windlass is				Emerson Walker Thompson Bros.				Capstan None.			
Engine Room Skylights.				How constructed? Steel plates + angles				What arrangements for deadlights in bad weather? Bullseyes.			
Coal Bunker Openings.				How constructed? Steel plates + angles				How are lids secured? Battered down + Height above deck? 30" flush.			
Number of Scuppers, and numbers and dimensions of Freec Ports, &c.				3 on each side in 2' x 9' x 1' 6"				each well 3' x 9' x 1' 6"			
Ceiling in Holds, thickness and material				2 1/2" W.P.				Cargo Batts, thickness and material 2" W.P.			
Cargo Hatchways.				How formed? Steel plates + angles				Hatches, If strong and efficient? Yes.			
State size No. 1 Hatch (Forward)				25' x 16'				No. 2 Hatch 25' x 16' No. 3 Hatch 25' x 16' No. 4 Hatch 22' 6" x 16'			
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch				4 shifting web plates to each hatch				No. of Breasthooks One No. of Crutches Deep floors.			
Bulwarks, height above deck and description				Fore 5' 5" Aft 4' 0" Plate bulwark				Main Rail, material and size 7' x 3' 40 B.A.			
The foregoing is a correct description.				FOR THE GRANGEMOUTH DOCKYARD CO., LTD.				Surveyor's Signature L.R. Edgar.			
Builder's Signature (here only)				FOR THE GRANGEMOUTH DOCKYARD CO., LTD.				Surveyor to Lloyd's Register of Shipping.			
Correspondence.				State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)							
Workmanship.				Are the butts of plating planed or otherwise fitted? Planed & fitted.							
Is the riveted work properly closed?				Yes							
Are the liners between the frames and plates solid single pieces?				Yes				Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes			
from the faying surfaces? Yes				Do any rivets break into or through the seams or butts of the plating? A few.							
Are the butts of Plating, Stringers, &c., properly shifted and strapped?				Yes							
Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)?				Yes				State results of tests satisfactory.			
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)?				Yes				State results of tests satisfactory.			
General Remarks (State quality of workmanship, &c.)				Workmanship good.							
This vessel has been built in accordance with the approved plans, the Secretary's letters of various dates, & generally in conformity with the Rules for the class contemplated.											
Nine approved plans are enclosed herewith, also three framing forms, and midship section as built for filing purposes.											
Multiple punching has been adopted on the flat of bottom sides of hull (excepting sheer strake), on tank top, decks, bulkheads.											
This vessel is a sister vessel to S.S. "Myrtlebank" - Glasgow Report 42012.											
The launch of this vessel was in Feb. 1921 but owing to trade depression and labour disturbances, she has not been completed until the present time. The owners desire date of build as date of completion, namely 8. 22. Vessel was dry docked on completion in Aug. 1922 & from general examination made was found to be in good condition.											
Please return approved plans for dealing with sister vessels on stocks.											
The Surveyor should state the Number of Report and Name of any Sister Vessel.											
Plans to be forwarded with F.E. Report showing vessel as built.											
The amount of Entry Fee				£ 5 - - -				Fees applied for, 26/8 1922			
Special Survey Fee				£ 171 - 15 - -				Received by me, 30/8 1922			
Travelling Expenses, if any				£ 4 - 10 - -				30/8 1922			
State whether the Vessel has been built under Special Survey				Yes							
I am of opinion this Vessel should be Classed				1 - 100 A1.				L.R. Edgar.			
With, or without Freeboard, as condition of Class				Without.				Surveyor to Lloyd's Register of Shipping.			
Committee's Minute				GLASGOW 29 AUG 1922							
Character assigned				1 - 100 A1.							
Record date of Build				8.22.				Lloyd's A+C.P.			
								+ L.M.C. 8.22.			

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 21.2 ft., R.Q.D. ☒ ft., Bridge 67.5 ft., Forecastle 29.2 ft. (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) 1 DK. (Stl)
 Official No. 145602; Signal Letters ☒
 State if Machinery is fitted aft No
 How are the surfaces preserved from oxidation? Inside Paint Cement Outside Paint

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<u>62.5</u>	<u>137</u>	Fore peak tank,		<u>44</u>
Double bottom, under Engines and Boilers,	<input checked="" type="checkbox"/>		After peak tank,		<u>42</u>
Double bottom, if under Engines only,	<u>27.5</u>	<u>88</u>	Deep tank, aft,		
Double bottom, if under Boilers only,	<input checked="" type="checkbox"/>		Deep tank, forward,		
Double bottom, forward,	<u>124.25</u>	<u>324</u>	Other tanks, if fitted,		
	Total capacity of double bottom	<u>549</u>	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks. State whether the above have been tested as required by the Rules Yes
Full length of double bottom (on dry tank) = 214.2. Dry tank under boilers is non .W.T. comft. communicating with bilge through margin plate

Order for Special Survey No. 5480

Date 22.1.1921

No. 406 in builder's yard.

DATES of Surveys held while building

1920 Aug 24 Sep 7.23 Oct 19 Nov 4.5.19.30 Dec 1.6.8.10.15.16.21.30. 1921 Jan 12.27.31 Feb 9.16.21.23 Mar 5.12.19.25.28 May 5.11.12.23 Jun 8.21 1922 Apr 5 May 11 Jun 13.14. Aug 7

Total No. of Visits 40

Surveyor's Signature

L.R. Edgar

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