

JULY 21 1922

With or Without
Disconnected Erections.

STEEL STEAMER.

State if Report is also sent on the Machinery of the Vessel *Yes*

Received at London Office.

Date of completion of report

Survey held at *Walker*Port of *NEWCASTLE-ON-TYNE*Date, First Survey *2nd May 1921*Last Survey *31st Jan.*19 *22*

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

SINGLE SCREW STEAMER "MIRLO"

Rig

Schooner

Tonnage under

Deck

between Tonnage Dk.

and 3rd and 4th Dk.

Total under Upper Dk.

of Poop

of R.Q.Dk.

of Bridge House

of Forecastle

of Houses on Dk.

of excess of Hatchways

above Crown of

Engine Room

Gross Tonnage

Crew Space

above Crown of

Engine Room

Tonnage for Fees

Engine Room

Navigation Spaces

T.B. Tanks

Register Tonnage

cut on Beam

CLASS *+100 H/Carrying*

Master

G. V. Kampford

Year of appointment

*As Master in service of**owner of present vessel - 19**As Master of this**vessel - 19*

Built at

Walker, Armstrong Yard.

When built

1922

Launched

29th Nov. 1921

By whom built

Sir W. G. Armstrong, Whitworth & Co.

Owners

W. Wilhelmsson

Managers

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

Residence

Christiania

Port belonging to

Tonsberg

Destined Voyage

*United States*If Surveyed while Building, Afloat, or in Dry Dock *Building*

Length on Deck

as per Rule

Feet. Inches.

440 -

BREADTH—

Moulded

Feet. Inches.

57 2

DEPTH, ACTUAL—

Top of Floors to top of Upper Dk. Beams

Feet. Inches.

34 1

No. of Decks with flat laid

No. of Tiers of Beams

*2**2*

Dimensions of Ship per Register, Length

441

breadth

57.5

depth

34.104

Moulded depth, ft.

41

ins.

5

To Bridge Dk.

Round of Upper

To Upper Dk.

Dk. Beam, Actual

14

ins.

FRAMING.

	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
FRAME, Angles, or C or L Bars amidships	8	3 1/2	50	8	3 1/2	50			
Do. in peaks	8	3 1/2	48	8	3 1/2	48			
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.	3 1/2	3 1/2	42	3 1/2	3 1/2	42			
Spacing of Frames from centre to centre amidships	26	27	24	26	27	24			
" " length to Collision bulkhead	26	27	24	26	27	24			
" " in peaks	26	27	24	26	27	24			
REVERSED FRAME, Angles	8	3 1/2	50	8	3 1/2	50			
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.	3 1/2	3 1/2	42	3 1/2	3 1/2	42			
FRAMING, depth of girder	36	40	36	40	36	40			
FLOORS, depth and thickness of Floor Plate	36	40	36	40	36	40			
" " at mid-line for 2 length amidships	36	40	36	40	36	40			
" " in way of Engine and Boiler Spaces	36	40	36	40	36	40			
" " thickness at the ends of vessel	36	40	36	40	36	40			
" " depth at 1/2 the half breadth, as per Rule	36	40	36	40	36	40			
" " height extended at the Bilges	36	40	36	40	36	40			
FLOORS in Cell, Double Bottoms	36	40	36	40	36	40			
" " state if flanged (top & bottom)	36	40	36	40	36	40			
" " Spacing of Solid floors	36	40	36	40	36	40			
CENTRE GIRDER, in Dbl. bottom, dpth. & thknss	6	50	6	50	6	50			
" " Angles, Top	4	3 1/2	50	4	3 1/2	50			
" " Bottom	4	3 1/2	50	4	3 1/2	50			
" " to Floors	4	3 1/2	50	4	3 1/2	50			
" " Brackets at intermdt. frmg., wdth & thknss	4	3 1/2	50	4	3 1/2	50			
SIDE GIRDERS, number on each side & thickness	30	40	30	40	30	40			
" " state if flanged (top and bottom)	30	40	30	40	30	40			
" " Angles (top and bottom)	4	3 1/2	50	4	3 1/2	50			
" " to Floors	4	3 1/2	50	4	3 1/2	50			
MARGIN PLATE, depth (exclusive of flange) and thickness	4	3 1/2	50	4	3 1/2	50			
" " Angle to Outside Plating	4	3 1/2	50	4	3 1/2	50			
" " Floors	4	3 1/2	50	4	3 1/2	50			
" " Brackets at intermdt. frmg., wdth & thknss	4	3 1/2	50	4	3 1/2	50			
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	4	3 1/2	50	4	3 1/2	50			
" " in Engine and Boiler space	4	3 1/2	50	4	3 1/2	50			
" " Remainder in Holds	4	3 1/2	50	4	3 1/2	50			
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8	3 1/2	46	8	3 1/2	46			
" " In way of Long Bridge	8	3 1/2	46	8	3 1/2	46			
" " Spacing	8	3 1/2	46	8	3 1/2	46			
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8	3 1/2	46	8	3 1/2	46			
" " Spacing	8	3 1/2	46	8	3 1/2	46			
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8	3 1/2	46	8	3 1/2	46			
" " Spacing	8	3 1/2	46	8	3 1/2	46			
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8	3 1/2	46	8	3 1/2	46			
" " Spacing	8	3 1/2	46	8	3 1/2	46			
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8	3 1/2	46	8	3 1/2	46			
" " Spacing	8	3 1/2	46	8	3 1/2	46			
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	8	3 1/2	46	8	3 1/2	46			
" " Spacing	8	3 1/2	46	8	3 1/2	46			

PILLARS.

	Inches in Ship.	Inches in Ship.	Inches in Ship.	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	3	52	54	3	52	54			
" " Hold " "	3	52	54	3	52	54			
" " Quarter 'tween Dks., " "	3	52	54	3	52	54			
" " in Hold " "	3	52	54	3	52	54			
KEELSONS & STRINGERS.									
CENTRE LINE KEELSON, Vertical Plates above	72	52	72	52	72	52			
" " Rider Plate	72	52	72	52	72	52			
" " Flat Plate Keel Angles	6	6	60	6	6	60			
" " Horizontal Plates on Floors	6	6	60	6	6	60			
" " Angles or Bulb Angles	6	6	60	6	6	60			
SIDE KEELSONS, Number	6	6	60	6	6	60			
" " Angles or Bulb Angles	6	6	60	6	6	60			
" " Plate above floors, for length	6	6	60	6	6	60			
" " Intercoastal Plate, for length	6	6	60	6	6	60			
" " Attached to outside Plating with Angle	6	6	60	6	6	60			
BILGE KEELSON, Angles	6	6	60	6	6	60			
" " Intercoastal Plate for length	6	6	60	6	6	60			
" " Attached to outside Plating with Angle	6	6	60	6	6	60			
SIDE STRINGERS, Number	6	6	60	6	6	60			
" " Angle	6	6	60	6	6	60			
" " Intercoastal Plate, for length	6	6	60	6	6	60			
" " Attached to outside plating with Angle	6	6	60	6	6	60			
Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)	64	80	64	80	64	80			
" " br'dth & thickness (in way of Bridge)	64	80	64	80	64	80			
" " Angle (clear of Bridge)	64	80	64	80	64	80			
" " Tie Plate at sides of Hatchways	64	80	64	80	64	80			
" " Deck, Iron or Steel, for full lng.	64	80	64	80	64	80			
" " Thickness (clear of Bridge)	64	80	64	80	64	80			
" " (in way of Bridge)	64	80	64	80	64	80			
" " Wood Deck, Material & thickness	64	80	64	80	64	80			
Second Deck Stringer Plate, br'dth & thickness	60	44	60	44	60	44			
" " Angles on ditto, No.	60	44	60	44	60	44			
" " Tie Plates outside Hatchways	60	44	60	44	60	44			
" " Deck, Iron or Steel, for full lng.	60	44	60	44	60	44			
" " Wood Deck, Material & thickness	60	44	60	44	60	44			
Third Deck Stringer Plate, br'dth & thickness	60	44	60	44	60	44			
" " Angles on ditto, No.	60	44	60	44	60	44			
" " Tie Plates, outside Hatchways	60	44	60	44	60	44			
" " Deck, Material and thickness	60	44	60	44	60	44			
Fourth and Fifth Deck Stringer Plate, br'dth & thickness	60	44	60	44	60	44			
" " Angles on ditto, No.	60	44	60	44	60	44			
" " Tie Plates outside Hatchways	60	44	60	44	60	44			
" " Deck, Material & thickness	60	44	60	44	60	44			
Poop Deck Stringer Plate, breadth & thickness	37	36	37	36	37	36			
" " Angle on ditto	37	36	37	36	37	36			
" " Tie Plates	37	36	37	36	37	36			
" " Deck, Material and thickness	37	36	37	36	37	36			
Bridge Deck Stringer Plate, br'dth & thickness	41	42	41	42	41	42			
" " Angle on ditto	41	42	41	42	41	42			
" " Tie Plates	41	42	41	42	41	42			
" " Deck, Material and thickness	41	42	41	42	41	42			
Forecastle Deck Stringer Plate, br'dth & th'kns	37	36	37	36	37	36			
" " Angle on ditto	37	36	37	36	37	36			
" " Tie Plates	37	36	37	36	37	36			
" " Deck, Material and thickness	37	36	37	36	37	36			

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

WEB FRAMES. WEB-FRAMES, In Fore Body, No. and spacing. No. of Side Stringers. WEB-FRAMES, In E. & B. Space, No. & spacing. brdth. & thickness. WEB-FRAMES, In After Body, No. and spacing. brdth. & thickness. Size of Face Angles to Web-Frames. BRACKET PLATES to Stringers between Web Frames, depth and thickness.

FORGINGS or CASTINGS. KEEL, Bar, depth and thickness. STEM, moulding and thickness. STERN-POST for Rudder do. do. for Propeller. RUDDER-A x D Table 22. Speed. Main-Piece, diameter at head. at heel.

RUDDER, how constructed. Thickness of Plates or Single Plate. Can the Rudder be unshipped afloat? 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.?

PLATING. STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. EDGES. Ordinary or joggled? Riveting. BUTTS. Double or Treble and for what Length. Rivets. Diam. Spacing or to cr. Strafs. Thick-ness. Breadth. For what Length.

Upper Deck Stringer Plate. Butts, riveted for. Straps, single, double or overlapped for. Second Deck Stringer Plate. Butts, riveted for. Straps, single or overlapped for.

FRAMES extend in one length from. REVERSED FRAMES on floors and frames extend from.

MASTS, SPARS, &c. LOWER MASTS. Fore. Main. Mizzen. Bowsprit. Topmasts, Yards and Remainder of Spars. Rigging, Material and Size. Shrouds. Stays. Sails.

EQUIPMENT No. 41348. LETTER 64. ANCHORS. TONNAGE U. D.K. OR PLATING No. FOR TRAWLERS.

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

CHAIN CABLES. Length and size supplied. Test per Certificate. WEIGHT OF CHAIN CABLE. Length and size per Table 31. Description. Makers of Cables. Where and when tested, and Superintendent.

HAWSERS AND WARPS. Length and size supplied. Breaking Test of Steel Wire. Length. Cir. Length. Cir.

Boats. 4 Lifeboats 24'. 1 Dinghy 16'. Steering Gear, Steam. Diameter of Barrel. Steering Gear, Hand. Pumps, Number. Windlass. Engine Room Skylights. Coal Bunker Openings. Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. Ceiling in Holds, thickness and material. Cargo Hatchways. State size No. 1 Hatch (Forward). No. 2 Hatch. No. 3 Hatch. No. 4 Hatch. Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch. Bulwarks, height above deck and description. The foregoing is a correct description of the vessel. Builder's Signature. Surveyor's Signature.

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? Is the riveted work properly closed? Are the liners between the frames and plates solid single pieces? to plate, &c., conform well to each other? Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? Are the butts of Plating, Stringers, &c., properly shifted and strapped? Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)?

General Remarks (State quality of workmanship, &c.). The vessel has been built in accordance with the approved plans. The Secretary's letters, and in conformity with the Society's Rules. The materials and workmanship are satisfactory. The approved plans (11 in number) and the fitting reports are enclosed herewith, which please return for reference for dealing with it. All oil tanks, cofferdams, oil fuel tanks, fore deep tank, peaks and double bottom tanks have been tested in accordance with Rule requirements. The scantlings have been increased for stress as required and the arrangements and scantlings in machinery space and forward hold are as approved. Bottom plate deers were fitted in the after cofferdam bulkheads between summer tanks and oil oil fuel tanks and it was recommended that these be riveted up. This was agreed to, and will be done when the vessel arrives at her destination in U.S. for oil loading.

The amount of Entry Fee. Special Survey Fee. Travelling Expenses, if any. Fees applied for. Received by me. Certificate to be sent to Newcastle. Date of issue.

State whether the Vessel has been built under Special Survey. I am of opinion this Vessel should be Classed. With, or without Freeboard, as condition of Class. Committee's Minute. Character assigned.

Cable Own. Lloyd's A x C. + 1000 ft. Subject. Carve. pet. in bulk. Fitted for oil fuel 1.22. 30. 150° F.

GENERAL REMARKS—(continued).

In the meantime the vessel is about to sail for U.S. in ballast and with coal fuel and when we know her definite destination in U.S. we shall request the Surveyors at that port to give the matter their attention.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 94.5 ft., R.Q.D. ✓ ft., Bridge 32 ft., Forecastle 44 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) 2 Decks (steel)

Official No. ; Signal Letters LCMJ. State if Machinery is fitted aft Yes. How are the surfaces preserved from oxidation? Inside Paint & Cement (except in Oil Tanks) 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,			Fore peak tank,	23.0	135
Double bottom, under Engines and Boilers,	49.5	152	After peak tank,	8.66	42
Double bottom, if under Engines only,			Deep tank, aft,	42.5	448
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
	Total capacity of double bottom	152	(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. ✓

Order for Special Survey No. 4950

Date 23.3.21

No. 946 in builder's yard.

DATES of Surveys held while building

1921
May 2.4.23.30.31. Jun. 3.6. Jul. 4.8.12.15.21.25.26. Aug. 2.23. Sep. 5.12.15.20.27. Oct. 3.6.18.20.21.24.25.26.27.28.31.
1.2.3.4.7.8.9.10.11.14.15.16.17.18.19.21.22.23.24.25. Dec. 14.16.19.23.29. 1922
Jan. 6.9.12.14.19.20.23.24.25.26.27.31.

Surveyor's Signature

R. Langlands

Total No. of Visits 69

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FRAMING.				AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.					
				In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.		Rivets in Brackets to Bulkheads.	
				Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Speng.	Inches.		Number.	Diameter.
																					Inches.
ing of L. L. & S Prop				6 3 1/2 36			6 3 1/2 36			6 3 1/2 36			6 3 1/2 36								
es in Bridge 'tween Decks ...				9 3 1/2 44			9 3 1/2 44			9 3 1/2 44			9 3 1/2 44			7/8 5 1/4				6 7/8	
es from Uppermost Continuous Deck				No. 1																	
" 2				" "			" "			" "			" "			" "				" "	
" 3				" "			" "			" "			" "			" "				" "	
" 4				" "			" "			" "			" "			" "				" "	
" 5				" "			" "			" "			" "			" "				" "	
" 6				" "			" "			" "			" "			" "				" "	
" 7				9 3 1/2 46			9 3 1/2 46			9 3 1/2 46			9 3 1/2 46			" "				" "	
" 8				10 3 1/2 45			10 3 1/2 45			10 3 1/2 45			10 3 1/2 45			" "		3 1/6		" "	
" 9				10 3 1/2 46			10 3 1/2 46			10 3 1/2 46			10 3 1/2 46			" "		" "		" "	
" 10				10 3 1/2 50			10 3 1/2 50			10 3 1/2 50			10 3 1/2 50			" "		" "		" "	
" 11				11 3 1/2 48			11 3 1/2 48			11 3 1/2 48			11 3 1/2 48			" 3 1/6		4 x 3 1/2 x 44 face		16 1	
" 12				12 3 1/2 50			12 3 1/2 50			12 3 1/2 50			12 3 1/2 50			" "		angle 4-6" long		16 1	
" 13				" "			" "			" "			" "			" "		" "		" "	
" 14				" "			" "			" "			" "			" "		" "		" "	
" 15				" "			" "			" "			" "			" "		" "		" "	
" 16				" "			" "			" "			" "			" "		" "		" "	
ing of } Amidships				7. 18, 20, 22			Pl. 36 x 40			Pl. 36 x 40			Pl. 36 x 40			" "		" "		" "	
tudinal } At Ends				30			30			30			30			" "		" "		" "	
le } Tank Top Longitudinals																					
ms } Bottom																					
or } "																					
ing of Longitudinals				Amidships			At Ends...														
Transverses.				15 40			15 40			15 40			15 40								
Depth and Thickness				4 3 1/2 40			4 3 1/2 40			4 3 1/2 40			4 3 1/2 40			7/8 3 1/6					
Face Angles				3 1/2 3 1/2 40			3 1/2 3 1/2 40			3 1/2 3 1/2 40			3 1/2 3 1/2 40			" "					
Lugs to Shell				20 40			20 40			20 40			20 40			" "					
Depth and Thickness				4 3 1/2 44			4 3 1/2 44			4 3 1/2 44			4 3 1/2 44			" "					
Face Angles				6 6 46			6 6 46			6 6 46			6 6 46			" "					
Lugs to Shell				30 46			30 46			30 46			30 46			" "					
Depth and Thickness				6 3 1/2 50			6 3 1/2 50			6 3 1/2 50			6 3 1/2 50			" "					
Face Angles				6 6 46			6 6 46			6 6 46			6 6 46			" "					
Lugs to Shell				Bottom 46			Top 40			Bottom 46			Top 40			" "					
Brackets				8-0			And as per plan.			8-0			And as per plan.			" "					
g of Transverse Frames				8-0			And as per plan.			8-0			And as per plan.			" "					
State if joggled or liners.																					
Prop				5 1/2 3 34			5 1/2 3 34			5 1/2 3 34			5 1/2 3 34			30-33					
Bridge Deck ...				34			34			34			34			30-33					
Awg.orShltr.Dk.				6 3 38			6 3 38			6 3 38			6 3 38			30-33					
Upper				8 3 37 1/2			8 3 37 1/2			8 3 37 1/2			8 3 37 1/2			30-24					
Second				7 3 40			7 3 40			7 3 40			7 3 40			30-24					
Third																					
tudinal				Spacing.			Spacing.			Spacing.			Spacing.								
ms of				In Ships.			In Ships.			In Ships.			In Ships.								
Plate.				Angles.			Angles.			Angles.			Angles.								
Transverse				12 x 40 4 x 3 1/2			12 x 40 4 x 3 1/2			12 x 40 4 x 3 1/2			12 x 40 4 x 3 1/2								
Beams.				20 x 40 6 x 3 1/2			20 x 40 6 x 3 1/2			20 x 40 6 x 3 1/2			20 x 40 6 x 3 1/2								

the particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.

W196-0354 4/4

R. Langlands.

Rpt. 9a.

Port of

NEWCASTLE-ON-TYNE

Continuation of Report No. 75245 dated 31st Jan. 1922. on the

S.S. "MIRLO"

Watertight Bulkheads

Name No.	No.	Thickness Plating	Stiffeners		Vertical	T.B.H. Fms	H.C.
			Horizontal	Spacing			
			Size		Size		
8 (A.P.)	1	42 - 26	7" 3" x 36	24"	7" 3" x 36	Double	U.D.
39-43	1	52 - 36	11 x 3 1/2 x 50	30	4 1/2 x 3 x 32 (U)	"	"
44	1	52 - 38	11 x 3 1/2 x 54	30	Web each	"	"
45	1	Co.	Co.	30	Co.	"	"
48, 51, 54	9	52 - 36	Co.	30	2 webs each	"	"
55, 61, 64					side 29 x 40	"	"
67, 68, 71					- 22 x 40	"	"
58	11	52 - 36	11 x 3 1/2 x 54	30	Co.	"	"
74	1	52 - 38	11 x 3 1/2 x 58	30	Co.	"	"
77	1	52 - 38	11 x 3 1/2 x 58	30	Nauebs	"	"
78	1	Co.	7 x 3 x 50	30	Copperdags	"	"
98 (F.P.)	1	48 - 30	9 x 3 1/2 x 46	24	6 x 3 x 36	30 Single	
Total	18				in U.T.D.		
Mid line		52 - 36	10 x 3 1/2 x 46	30	2 webs on		
			6 x 3 x 38		Transverse		
					30 x 40		
					Base angle		
					6 x 3 1/2 x 50		
					Co.		

R. Langlands.



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