

STEEL STEAMER MOTORSHIP.

Received at London Office

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 *14th August 1926* Port of *Belfast*Survey held at *Belfast* Date First Survey *5th Jan'y 1925* Last Survey *13th Aug 1926*On the *(State if Machinery fitted with or without Tonnage Openings)* *Twin Screw Motor "ACCRA"*State Type *(Full or Partial Superstructure)* *Complete Superstructure*State Type of Erections *Poop Bridge, etc. and complete superstructure*TONNAGE under Tonnage Deck... *4853.38*CLASS *100 A*State if with freeboard as condition of Class *Yes*Built at *Belfast*Do. of space or spaces between Tonnage Dk. and Upper Dk. *1963.02*Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 450*Launched *18th March 1926* Yard No. *616*Total *6816.40*Breadth (greatest moulded) *B 62*Builders *Harland & Wolff Ltd. see Blue Form*Gross Tonnage *9336.55*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 34.54*Owners *African S.S. & Co. Ltd.*Register Tonnage *5471.26*1st Longitudinal Number (L x D) *= 15543*Managers *Elder Dempster & Co. Ltd.*2nd Numeral L x (B + D) *= 43443*

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

REGISTERED DIMENSIONS.
FEET.Length *450.8*Framing Depth "d," at middle of length. See Sec. 3 (1d) *13.71*

Residence

Breadth *62.3*Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.02*Port of Registry *Liverpool*Depth *22.83*Do. Long Bridge to top of keel *10.52*

If surveyed while building, afloat, or in dry dock

Draught Moulded *23.11 1/4**yes.*

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	30 1/2		Bracket Floors, Frame		
" " from 1/2 length to Collision bulkhead	27		" " Reversed Frame		
" " in peaks	25 AP 24 FP		" " Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness amidships	45 x 57 x 46	approx. 44"
Frame Amidships, Angle, E or F	7 3 1/2 44		" " top Angles	3 1/2 3 1/2 54	
" " Extends up to Poop Bridge & Forecastle Dks. see letter 17.10.26			" " bottom Angles	5 5 60	
Reversed Frame Amidships, Angle	4 2 1/2 34		Side Girders, No. each side and thickness	Two 42	not flanged
" " Extends up to underside of 3rd Dk Beams and Tunnel Dk Beams, and to 2nd Dk Beams in Machinery space			Margin Plate depth (excl. of flange) and thickness	34	54
Depth of Framing Girder	7		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	3 1/2 3 1/2 46	Single
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	7 3 1/2 44		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem and in Machinery space	3 1/2 3 1/2 46	Double
" " Second 'tween Decks, Angle, E or F	7 3 1/2 44		" " Gussets, spacing and scantling abaft 1/2 len. from stem		continuous plate 42
" " Third " " " "	7 3 1/2 44		" " Gussets, spacing and scantling forward 1/2 len. from stem		continuous plate 42 with double rivet frame
Framing in Peaks, Angle or F	7 3 149 AP 7 3 143 FP		Tank Side Brackets, height above base line at toe of Frame and thickness	5-8	44
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 spaced 5 1/2		INNER BOTTOM PLATING.		
State if Frame Joggled	Yes.		Breadth and thickness of Middle Line Strake	54 x 52 to 44	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	4 webs 24 x 46 spaced 3 to 5 frames with 2 side stringers 24 x 40 Tank frames doubled from 3/5 L to coll Bhd frame rivets 5/8 dia and midship thickness of shell carried forward to coll Bhd		Thickness of remainder in Holds	44 to 40	inwd. 08 under hatchways = 52
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?		Motor vessel.
STRENGTHENING IN MOTOR ROOM. SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	5 Webs 30 x 50 spaced five frames & extended to Upper Dk. and one side stringer 30 x 42 at level of third deck.		Uppermost Continuous Deck, amidships in Wells, Angle, E or F	7 x 3 x 3 38 W 48 F	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, E or F	7 x 3 x 3 36 W 48 F	50 W 48 F aft.
Middle Line Keelson, on Floors, Angles, E or F			Spacing	30 1/2	
" " Through Plate or Intercoastal Plate			Second Deck, amidships, Angle, E or F	7 x 3 x 3 36 W 48 F	53 W 48 F aft.
" " Foundation Plate on Floors			Spacing	30 1/2	
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, E or F	7 x 3 x 3 38 W 48 F	53 W 48 F aft.
Side Keelsons, No. each side			Spacing	30 1/2	
" " thickness of Intercoastal Plate			Fourth Deck, amidships, Angle, E or F		
" " Angles			Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, E or F	7 3 44	
Solid Floors, thickness and spacing	42 x 30 1/2		Spacing	30 1/2 & 25	
" " Are Frame and Reversed Frame joggled?	Frames 4 3 1/2 46 on floors. Frames only.		Bridge Deck, Angle, E or F	7 x 3 x 3 36 W 48 F	50 W 48 F aft.
Bracket Floors, breadth and thickness at middle line	3 1/2 3 1/2 46 on floors		Spacing	30 1/2	
" " breadth and thickness at margin plate			Forecastle Deck, Angle, E or F	7 x 3 x 3 36 W 48 F	
" " Spacing			Spacing	27 & 24	

PILLARS AND DECKS.

		INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	
PILLARS, No. of Rows.....	✓ <i>Three forward Two aft</i>				
" in 'tween Decks, Size and Spacing	<i>2 7/8 - 3 1/8 x 61" clear of Bridge</i>				
" " " " "	<i>3 1/8 - 3 7/8 x 61" in way of Bridge</i>				
" " " " "	<i>Wings 2 7/8 x 61" clear of Bridge and wide spaced columns & girders</i>				
" in Holds	<i>2 7/8 x 61" clear of Bridge</i>				
" " " " "	<i>Wings 2 7/8 x 61" in way of Bridge</i>				
Centre Line Bulkhead					
Stiffeners and Spacing.....	<i>Wide spaced columns and girders as per approved plan</i>				
Plating thickness of					
STRINGERS AND DECKS.					
Uppermost Continuous Deck.					
Stringer Plate, breadth and thickness in Wells	<i>63</i>	<i>7/4</i>			
" " " " in way of Bridge	<i>50</i>	<i>44</i>			
" Angle in Wells	<i>6 x 6 x 7/4</i>				
Thickness of Plating abreast Deck openings in way of Wells	<i>46 to 36</i>				
Thickness of Plating abreast Deck openings in way of Bridge	<i>56</i>				
Thickness of Plating within line of openings...	<i>40 to 34</i>				
If Sheathed, material and thickness	<i>3" Teak clear of erections</i>				
Second Deck.					
Stringer Plate, breadth and thickness in Wells...	<i>50</i>	<i>44</i>			
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.....	<i>50</i>	<i>34</i>	<i>38 clear of Bridge</i>		
If Plated, state thickness.....	<i>30 and 34 to 32</i>		<i>clear of Bridge</i>		
Fourth Deck.					
Stringer Plate, breadth and thickness.....					
If Plated, state thickness					
Poop Deck.					
Stringer Plate, breadth and thickness.....	<i>38</i>	<i>38</i>			
Plating, Sheathing, material and thickness	<i>12 x 38</i>		<i>and 3" Teak</i>		
Bridge Deck.					
Stringer Plate, breadth and thickness.....	<i>63</i>	<i>49</i>			
Plating, Sheathing, material and thickness	<i>4" and 3" Teak</i>				
Forecastle Deck.					
Stringer Plate, breadth and thickness.....	<i>36</i>	<i>38</i>			
Plating, Sheathing, material and thickness	<i>36 and 3" Teak</i>				

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled? <i>no</i>	SINGLE OR DOUBLE.	RIVETS.		No. of ROWS OF RIVETS.	RIVETS.		STRAPPED OR 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	<i>53</i>	<i>.80</i>	<i>.72</i>	<i>.72</i>		<i>Double</i>	<i>1"</i>	<i>3 3/4"</i>	<i>3</i>	<i>1"</i>	<i>3 1/2"</i>	<i>Double strapped</i>	
„ DBLG. (if any)	<i>none</i>												
BOTTOM PLATING, No. of Strakes <i>.4.</i>	<i>78</i>	<i>.62</i>	<i>.54</i>	<i>.50</i>		<i>Double</i>	<i>7/8</i>	<i>3 1/2"</i>	<i>4</i>	<i>7/8</i>	<i>3 1/2"</i>	<i>Lapped</i>	
BILGE PLATING, No. of Strakes <i>.2.</i>	<i>66</i>	<i>.62</i>	<i>.50</i> <i>.47</i>	<i>.58</i> <i>.56</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>4 and 3</i>	<i>7/8</i>	<i>3 1/2 + 3 1/8"</i>	<i>-</i>	
SIDE PLATING, No. of Strakes <i>.5.</i>	<i>72</i>	<i>.62</i>	<i>.47</i>	<i>.47</i>		<i>-</i>	<i>-</i>	<i>-</i>	<i>3</i>	<i>7/8</i>	<i>3 1/8"</i>	<i>-</i>	
UPPER DECK, Sheer-strake in Wells.....		<i>.84</i>				<i>-</i>	<i>1"</i>	<i>3 3/4"</i>	<i>3</i>	<i>1"</i>	<i>3 1/2"</i>	<i>Double strapped</i>	
UPPER DECK, Sheer-strake in Bridge ...		<i>.62</i>				<i>-</i>	<i>7/8</i>	<i>3 1/2"</i>	<i>3</i>	<i>7/8</i>	<i>3 1/8"</i>	<i>Lapped</i>	
STRAKE BELOW Sheer-strake in Wells.....		<i>.74</i>				<i>-</i>	<i>1"</i>	<i>3 3/4"</i>	<i>4</i>	<i>7/8</i>	<i>3 1/2"</i>	<i>-</i>	
STRAKE BELOW Sheer-strake in Bridge ...		<i>.62</i>				<i>-</i>	<i>7/8</i>	<i>3 1/2"</i>	<i>3</i>	<i>7/8</i>	<i>3 1/8"</i>	<i>-</i>	
POOP SIDE PLATING		<i>.40</i>				<i>Single</i>	<i>3/4"</i>	<i>3"</i>	<i>2</i>	<i>3/4</i>	<i>2 5/8"</i>	<i>-</i>	
BRIDGE SIDE PLATING ...		<i>.57</i>				<i>Double</i>	<i>7/8</i>	<i>3 1/2"</i>	<i>3</i>	<i>7/8</i>	<i>3 1/8"</i>	<i>-</i>	
FOREC'TLE SIDE PLATING		<i>.44</i>				<i>Single</i>	<i>3/4"</i>	<i>3"</i>	<i>2</i>	<i>3/4</i>	<i>2 5/8"</i>	<i>-</i>	

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—						Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
Extending to Upper Deck (Sec. 3 c)									
,, Deck next below									
As per Rule									
						STIFFENERS.			
Plating Thickness.						VERTICAL.		HORIZONTAL.	
						Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHD,	Upper tween decks	✓	28"	5½" × 34'	A 30"	✓			
"	Second	✓	32"	5½" × 34'	A 30"	Bracketed	✓		
"	Third	✓							
"	Holds	✓	44" to 32"	Chan 10" × 31" = 50W 575F	30"	✓			
COLLISION	(in Hold)	✓	50" to 28"	Chan 10" × 31" = 62W 58F	24	2 semi box beams	✓		
AFTER PEAK		✓	50" to 28"	10" × 31" = 54	BQ 24	and 3 Decks.	✓		
KEEL, Bar									
STEM						Rolled Bar 11" × 2½"	Colville		
STERN FRAME { Propeller Post						Open Section			
{ Rudder "						Casting	Darlington Forge.		
RUDDER —A × D 154 × 61 = 970 ✓									
Speed of Vessel under 14 knots. ✓									
RUDDER mainpiece at head ...						Forging	14½" dia		
" " heel ...							11" dia		
" how constructed						main piece forged ingot steel arms forged scrap steel.			
" double or single plate						single plate 1.08			
" coupling, vertical or horizontal						Horizontal			

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Siemens Martin open hearth*
Plates & Bars D. Colville & Sons

Has the Steel been tested as required by the Rules? Yes.

EQUIPMENT No. 47758												LETTER "dt"		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.			
88140	1st Bower ...	79	0	0	51	3	11	58	2	2	0	47-2-0	Halls patent stockless	N Hingley & Sons	Netherston 30-1-26 Green
88195	2nd „ ...	78	2	0	50	2	4	57	17	2	0	47-2-0	-	-	3-3-26
88194	3rd „ ...	76	3	10	48	0	2	57	5	0	0	47-2-0	-	-	3-3-26
	Collective weight.	234	1	10								132-2-0			
88184	Stream	23	2	14	6	1	0	23	11	3	14	23-2-0	Rodgers	N Hingley & Sons	Netherston 25-2-26 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.	Status.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.	Length.					Cir.	Length.		Cir.	
80024	Fathoms. 150	Ins. 2 1/2	Tons. 112-10-0	Tons. 157-0-0	Cwts. 472-3-13			Fathoms. 300	Ins. 2 1/2	Stud	N. Fingley & Sons	Netherston 25 1/2 26 Sup.	TOWLINE	Fathoms. 130	Ins. 6	Tons. 85	Fathoms. 130	Ins. 6
80034	150	2 1/2	-	-	472-1-25	940-0-0		300	2 1/2	-	-	3/3/26	HAWSERS & WARPS	90	3 1/2	26	4 coils 100 fms	
Iron Chain or Steel Wire	120	Cir. 5 3/4	80					120	Cir. 5 3/4	Steel Wire	Bullivant & Co		"	3 each 90	2 1/2	12 1/2	5 coils or 2 1/4	
										Makers certificates examined			"	2 @ 120	8	manilla	steel wire.	
													"	2 @ 100	8	manilla		

Steering Gear, Steam Harland & Wolff. Electric Hydraulic										Steering Gear, Hand Duplicate motors.					
Boats 11 Life Boats 1 Motor boat										Steering Chains, Size and Test					
Ceiling in Holds, thickness and material 2 1/2" W.P. over timbers										Windlass J. H. Wilson & Sons					
Cargo Hatchways, thickness and material 2 1/2" W.P. over timbers										Cargo Battens, thickness, material and spacing 6x2 W.P. 9 spacing.					
Cargo Hatchways, (Upper Deck) Coamings 30x75 sides and ends forward										Thickness of Hatches 3"					
Size of No. 1 Hatchway (Forward) 15'9" x 14'0"										No. 2 20'4" x 14'0"					
No. 3 15'3" x 14'0"										No. 4 15'3" x 14'0"					
No. 5										No. 6					
Number of Shifting Beams and/or Fore and Afters 1 web 12x31 & one I beam 12x6x44 lbs in No. 1-3 & 4										One web 12x32 and 2 I beams 12x6x44 lbs in No. 2					

For HARLAND AND WOLFF, LIMITED

Builder's Signature *Chas. Taylor*

GENERAL DECLARATION This vessel has been built in accordance with the plans approved by the Committee the Secretary's letters and in general conformity with the Rules and the workmanship and materials are good throughout.

The water ballast tanks, oil fuel bunkers, weather decks, watertight bulkheads, and shaft tunnels have been tested as required by the Rules and found good.

The steering gear windlass, engine bilge and hand pumps have also been tested under working conditions and found good.

The freeboard has been verified and cut in on the vessels sides

The approved plans eleven in number together with eight forging and casting reports are forwarded herewith, kindly return the plans to this office for reference in dealing with the sister vessel No 695

The amount of Entry Fee £ 11 : 0 : 0	{ Fees applied for, 12-8-1926 Received by me, 31-8-26 19	I am of opinion the Vessel should be Classed 100 A1 with freeboard
Special Survey Fee.... £ 433 : 8 : 6		
Freeboard 15 : 0 : 0		
Travelling Expenses, if any £ : :		
State whether the Vessel has been built under Special Survey yes		
Certificate to be sent to Belfast	Date of issue 1/9/26	Signature S. H. Kendall Surveyor to Lloyd's Register of Shipping.

Committee's Minute **FRI. 20 AUG 1926**

Character assigned **100 A1. With Freeboard**

Lloyd's A & C.P.

+ L.M.C. 8:26

C.L. H

Oil engines

Wick

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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.)

11 approved plans as follows.

Midship Section
Profile
Pillars & Girders
after end framing.
Bulkhead Stiffening
Oil fuel bunkers.
Bridge Deck plating
Upper Deck plating
Rudder Plan
Tillers
Pumping Plan.

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

1st Bower ^{C 21-16} 45-3-4 J.D. N^o 449 28th July 1925
2nd " 44-3-0 DDW N^o 732 28th Jan'y 1926
3rd " 43-0-14 DDW N^o 721 7th Jan'y 1926

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 36.5 ft., R.Q.D. ft., Bridge 267 ft., Forecastle 50 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated Shade Dk 30' between Poop & Bridge.

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 2 Dks (Stk - 16 pt teak 3) 3rd dk (Stk) 189

Official No. 149595 ; Signal Letters

Is bottom of Vessel coated with cement. Yes in tanks not

particulars of composition Bitumastic composition in bilges

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water
Double bottom, aft,	124	376	Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		
Double bottom, if under Engines only,	61	290	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	180	560	Other tanks, if fitted,		
	Total capacity of double bottom	1226	(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. 755

Date 16th Dec: 1924

Dates of Surveys held while building

1925 Jan 5-14-15-21 Feb 4-18-25 Mar 5-10-17-25-30 Apr 8-22-29 May 6-13-15-22-28 Jun 2-4-9-12-16-19-24
Aug 6-10-20 Sep 3-8-10-15-16-17-18 Oct 6-12-13-16-21-23-28 Nov 4-9-13-17-20-24-27 Dec 3-7-14-15-17-23.
1926 Jan 5-7-11-19-21-27-28 Feb 3-4-8-11-15-19-22-24 Mar 1-3-4-5-10-12-15-19-22-26 Apr 9-20-27 May 4-5
June 1-2-7-8-10-16-18-22-23-25-29 July 1-8-23 Aug 9-11-13.

Total No. of Visits //